Final

Environmental Assessment

Replacement of Subscale Drone Recovery Boat Dock at Tyndall Air Force Base, Florida

US Army Corps of Engineers

Contract No. W91278-06-D-0014
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Final

Finding of No Significant Impact for Construction and Operation of an Alternate Drone Launch System at Tyndall Air Force Base

AGENCY: Department of the Air Force, Air Education and Training Command, 325th Fighter Wing, Tyndall Air Force Base (AFB), Florida.

PROPOSED ACTION AND ALTERNATIVES: The Proposed Action involves the construction and operation of an alternate drone launch system adjacent to the eastern side of the drone launch facility at Tyndall AFB. The proposed system would be used by the 53d Weapons Evaluation Group to launch BQM-167A subscale aerial target drones to support the Air Force Subscale Aerial Target program. The BQM-167A subscale aerial target drone is used by the Air Force to test and develop various types of weapons systems. The proposed alternate drone launch system would alleviate the operational problems and reduce the high costs associated with the existing system, which would be retained and used as a back up to the proposed system. There are no alternatives that reasonably meet the defined need of the Proposed Action. Design and construction site alternatives were rigorously evaluated during system development and project siting. Design options considered during system development were eliminated based on their complexity and or unproven launch capabilities. Modification of the existing system was also considered but rejected as a reasonable alternative to constructing a new system. With respect to construction location, there was very little siting flexibility for the proposed system based on the screening criteria used. The operational and space requirements of the system, as well as environmental constraints resulted in the elimination of all site options considered. Under the No Action Alternative, the proposed alternate drone launch system would not be constructed.

SUMMARY OF FINDINGS: Based on the findings of the Environmental Assessment (EA), the Proposed Action would have no adverse direct, indirect, or cumulative impacts on air quality, noise, geology, topography, soils, water resources, biological resources, land use, transportation, environmental compliance, cultural resources, socioeconomics, or environmental justice. Construction of the proposed alternate drone launch system would have minor temporary impacts that typically occur during construction such as short-term increases in air emissions and noise. Construction of the rail track of the proposed system would displace approximately 0.02 acre of upland pine forest and planted pine. Trees and shrubs within the clear area footprint of the proposed system, which is approximately 3.7 acres in size, would be cut and the vegetation within this area would be maintained below a height of 2 feet. The site is located adjacent to industrial land use and the vegetation that would be impacted is very abundant at Tyndall AFB and not considered to be ecologically sensitive. As such, the proposed impacts to vegetation and habitat would be minor. The noise that would be generated during operation of the proposed system has the potential to disturb wildlife within the vicinity of the site; however, the overall impact to wildlife is expected to be minor because the noise would be intermittent, of short duration, and at lower levels than the noise generated during operation of the existing system. An archaeological survey conducted for the EA concluded that the remains of an early twentieth century homestead are partly located within the clear area footprint of the proposed system.

Based on the survey findings, the portion of this archaeological site that is located within the clear area footprint does not meet the eligibility criteria for listing in the National Register of Historic Places. The State Historic Preservation Officer concurred that "no further investigation is warranted within the subject parcel."

SUMMARY OF PUBLIC REVIEW AND INTERAGENCY COORDINATION: A 31-day public review period was held 17 February 2008 – 18 March 2008 to solicit public comments on the draft EA. The public review period was announced in a public notice that was published in the *Panama City News Herald* of Panama City, Florida. Copies of the draft EA were made available for public review during the review period at the Bay County Public Library and the Tyndall AFB Public Affairs Office. No public comments were received during the public review period.

Copies of the draft EA along with Tyndall AFB's own Florida Coastal Management Program (FCMP) consistency determination were sent to the Florida State Clearinghouse to obtain the State's FCMP consistency determination for the Proposed Action. The State determined that the activities under the Proposed Action are consistent with the FCMP.

Correspondence letters and copies of the draft EA were sent to the U.S. Fish & Wildlife Service, National Marine Fisheries Service, and the Native American tribes that have expressed an interest in Tyndall AFB for their ancestral ties. Based on the comments received, these agencies and tribes find that the Proposed Action would not adversely affect resources that are of concern to them.

FINDING OF NO SIGNIFICANT IMPACT: Based on my review of the facts and analysis in the EA, I conclude that the Proposed Action will not have a significant impact either by itself or considering cumulative impacts. Accordingly, the requirements of the National Environmental Policy Act, the Council on Environmental Quality Regulations, and 32 Code of Federal Regulations 989 have been fulfilled, and an Environmental Impact Statement is not required and will not be prepared.

J. R. Bird

JOHN D. BIRD II, Colonel, USAF
Vice Commander, 325th Fighter Wing

23 JUL 08
Date

COVER SHEET
ENVIRONMENTAL ASSESSMENT
Replacement of Subscale Drone Recovery Boat Dock at Tyndall Air Force Base

a. **Responsible Agency:** U.S. Air Force

b. **Proposed Action:** Replacement of Subscale Drone Recovery Boat Dock at Tyndall Air Force Base (AFB)

c. **Written comments and inquiries** regarding this document should be directed to: Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; telephone: (850) 283-4341

d. **Report Designation:** Environmental Assessment (EA)

e. **Abstract:** The 53rd Weapons Evaluation Group proposes to replace one of the existing subscale drone recovery boat docks at Tyndall AFB to better support the Air Force Subscale Aerial Target program. The drone recovery dock proposed to be replaced is deteriorated and damaged beyond repair due to the effects of old age, salt, and hurricanes. In addition, the dock is undersized for adequate docking of the Missile Retriever boats used for aquatic drone recoveries. This EA has been prepared in accordance with the National Environmental Policy Act to analyze the potential environmental consequences of the Proposed Action of replacing the dock, and of the No-Action Alternative of maintaining existing conditions.

Under the Proposed Action, the existing drone recovery dock, which measures 8 feet (ft) by 100 ft would be demolished and a new dock measuring 14 ft by 120 ft would be constructed in the same location. Demolition of the existing dock and construction of the new dock would be conducted mostly by equipment, such as cranes, that would be staged and operated on a construction barge. The existing dock would be dissembled in pieces as much as possible. No explosives would be used during the demolition and no dredging would be conducted during demolition or construction.

Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

Based on the findings of this EA, the Proposed Action would have no effect, or negligible impacts on land use, topography, groundwater, floodplains, vegetation, listed species, housing, schools, recreation, energy, potable water, wastewater, Air Installation Compatible Use Zone program, cultural resources, and environmental compliance. The Proposed Action would have minor impacts on air quality, noise, geology/soils, surface water, wetlands, fish/wildlife, traffic flow, and socioeconomics. The impacts that the Proposed Action would have on these resources would not be significant and would not require mitigation. Minorities and low-income residents living in proximity to the Proposed Action would not be disproportionately impacted. No adverse cumulative impacts would occur when the Proposed Action is combined with past, present, or reasonably foreseeable actions.

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Appendix A Coastal Zone Management Consistency Determination
Appendix B IICEP Correspondence
Appendix C Public Involvement

Acronyms and Abbreviations

ACM	asbestos-containing materials
AETC	Air Education and Training Command
AFB	Air Force Base
AFI	Air Force Instruction
AFPD	Air Force Policy Directive
AFSAT	Air Force Subscale Aerial Target
AICUZ	Air Installation Compatible Use Zone
APZ	Accident Potential Zone
AST	aboveground storage tank
BBORC	Bonita Bay Outdoor Recreation Complex
BG	Block Group
bls	below land surface
BMPs	best management practices
CAA	Clean Air Act
CES/CEAN	Civil Engineer Asset Management Flight Natural Resources Element
CFR	Code of Federal Regulations
CT	Census Tract
CZMA	Coastal Zone Management Act
dBA	A-weighted scale
DF2	Diesel Fuel #2
DNL	Day-Night Average A-Weighted Sound Level
DoD	Department of Defense
DWRC	Drone Water Recovery Center
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order
ERP	Environmental Resource Permit
ESA	Endangered Species Act
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
ft	feet
FFWCC	Florida Fish & Wildlife Conservation Commission
FNAI	Florida Natural Areas Inventory
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
ICRMP	Integrated Cultural Resources Management Plan
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
IRP	Installation Restoration Program
lb	pound

LBP	lead-based paint
MR	Missile Retriever
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
POL	petroleum, oil, and lubricant
sf	square feet
SHPO	State Historic Preservation Officer
SOP	Standard Operating Procedure
SSL	Sovereign Submerged Land
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish & Wildlife Service
WEG	Weapons Evaluation Group

SECTION 1

Purpose of and Need for the Proposed Action

1.1 Introduction

The 53rd Weapons Evaluation Group (WEG) proposes to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base (AFB) to better support the Air Force Subscale Aerial Target (AFSAT) program. Under the AFSAT program, the WEG uses the BQM-167A subscale aerial target drone to test and develop various types of weapons systems. At the end of each mission, the drone either parachutes over land at the drone recovery area at the Base, or it parachutes over water for an aquatic recovery by the Drone Water Recovery Center (DWRC). During aquatic recoveries, the drone is retrieved from the water by the Missile Retriever (MR) boat and is transported by the MR boat to the DWRC docking facility. The drone recovery dock proposed to be replaced at the DWRC docking facility is deteriorated and damaged beyond repair due to the effects of old age, salt, and hurricanes. In addition, the dock is undersized for adequate docking of the MR boats operated by DWRC personnel. Under the Proposed Action, the existing dock, which measures 8 feet (ft) by 100 ft would be demolished and a new dock measuring 14 ft by 120 ft would be constructed in the same location.

The 325th Fighter Wing, Tyndall AFB, with the support of the Air Education and Training Command (AETC) and the U.S. Army Corps of Engineers (USACE), has prepared this Environmental Assessment (EA) for the Proposed Action. This EA has been prepared in accordance with the National Environmental Policy Act ([NEPA], Title 42, U.S. Code, Section 4321 et seq.), Air Force implementing regulations (32 Code of Federal Regulations [CFR] Part 989), and Department of Defense (DoD) directives. It assesses the potential environmental impacts associated with the Proposed Action, as well as those associated with the No Action Alternative, as described in Section 2.

1.2 Purpose and Need

The purpose of the Proposed Action is to replace one of the existing subscale drone recovery boat docks at Tyndall AFB to better support the AFSAT program. The Proposed Action is needed because the dock proposed to be replaced is deteriorated and damaged beyond repair due to the effects of old age, salt, and hurricanes. In addition to its poor condition, the dock, which measures 8 ft by 100 ft, is undersized for adequate docking of the MR boats operated by DWRC personnel, each of which are 120 ft in length. Because of its poor condition, the dock poses a safety risk to personnel who conduct the aquatic drone recovery operations. Past usage of the dock has resulted in docking and drone offloading difficulties, as well as one of the MR boats being damaged during docking. The poor condition and inadequate size of the dock negatively impacts aquatic drone recovery operations and the mission of the WEG.

1.3 Location of the Proposed Action

Tyndall AFB is located approximately 13 miles east of Panama City in the southeastern corner of Bay County, Florida (Figure 1-1). The Base is approximately 18 miles long by 3 miles wide, and encompasses nearly 30,000 acres on a peninsula that is surrounded by the waters of the Gulf of Mexico to the south, St. Andrews Bay to the west, and East Bay to the north. U.S. Highway 98 runs through the peninsula, dividing the Base into north and south segments. The DWRC docking facility is located on the northwestern shoreline of the Base in the southeastern part of St. Andrews Bay near the mouths of Pearl Bayou and an unnamed bayou (Figures 1-2 and 1-3). The facility is adjacent to U.S. Highway 98 and approximately 1,000 ft southwest of the DuPont Bridge (see Figure 1-3).

1.4 Applicable Regulatory Requirements

Regulations relevant to NEPA and the resources assessed in this EA include, but are not limited to, the following:

- Title 40, CFR, Parts 1500-1508
- Title 42, U.S. Code, Sections 4321-4370f
- Title 32 CFR Part 989, *Environmental Impact Analysis Process*
- Executive Order (EO) 11988, *Floodplain Management*, May 24, 1977
- EO 11990, *Protection of Wetlands*, May 24, 1977
- EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, February 11, 1994
- EO 13175, *Consultation and Coordination With Indian Tribal Governments*, November 6, 2000
- DoD Instruction 4715.9, *Environmental Planning and Analysis*, May 3, 1996
- Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process*, March 12, 2003
- AFI 32-7064, *Integrated Natural Resources Management*, September 17, 2004
- AFI 32-7065, *Cultural Resources Management Program*, June 1, 2004
- Noise Control Act (Title 42, U.S. Code, Sections 4901 et seq.)
- Clean Air Act (CAA [Title 42, U.S. Code, Sections 7401 et seq.])
- Clean Water Act (Title 33, U.S. Code, Sections 1251 et seq.)
- Rivers and Harbors Act (Title 33, U.S. Code, Section 401)
- National Historic Preservation Act (Title 16, U.S. Code, Section 470)
- Archaeological Resources Protection Act (Title 16, U.S. Code, Section 470)
- Endangered Species Act (ESA [Title 16, U.S. Code, Section 1531 et seq.])

Source: Microsoft Mappoint

North

0 2 4
Scale in Miles

FIGURE 1-1
Vicinity Map
EA for Replacement of Drone Recovery Dock at Tyndall AFB

FIGURE 1-2
Base Map
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Source: Florida Department of Transportation, 2007

North

0 200 400

Feet

FIGURE 1-3
Location of Drone Water Recovery Center
EA for Replacement of Drone Recovery Dock at Tyndall AFB

- Coastal Zone Management Act (CZMA [Title 16, U.S. Code, Section 1451 et seq.])
- Resource Conservation and Recovery Act (Title 42, U.S. Code, Section 6901 et seq.)

An EA is required to accomplish the following objectives:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).
- Aid in an agency's compliance with NEPA when an EIS is not necessary and facilitate preparation of an EIS when necessary.

AFI 32-7061 directs Air Force officials to follow 32 CFR 989 which specifies the procedural requirements for the implementation of NEPA and requires consideration of environmental consequences as part of the planning and decision-making process. 32 CFR 989.14(g) requires preparation of a Finding of No Practicable Alternative (FONPA), which must be submitted to the Major Command Environmental Planning Function when the alternative selected is located in jurisdictional wetlands/surface waters or floodplains.

1.5 Interagency Coordination and Public Involvement

The Air Force invites public participation in the evaluation of the Proposed Action through the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision-making. The Intergovernmental Coordination Act and EO 12372, *Intergovernmental Review of Federal Programs*, require Federal agencies to cooperate with and consider state and local views in implementing a federal proposal. AFI 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning* (IICEP), requires the Air Force to implement the IICEP process, which is used for the purpose of facilitating agency coordination and implements scoping requirements under NEPA.

All agencies, organizations, and members of the public having a potential interest in the Proposed Action were given an opportunity to provide comments on the Proposed Action during a 30-day review period. At the end of the 30-day review period, the Air Force considered all comments received.

1.5.1 Coastal Zone Management Consistency

The federal CZMA provides assistance to states, in cooperation with federal and local agencies, for developing land and water use programs in coastal zones. According to Section 307 of the CZMA, federal projects that affect land uses, water uses, or coastal resources in a state's coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of that state's federally approved coastal zone management plan.

The Florida Coastal Management Program (FCMP) is based on a network of agencies implementing 23 statutes that protect and enhance Florida's natural, cultural, and economic coastal resources. The Florida Department of Environmental Protection (FDEP) implements the FCMP through the Florida State Clearinghouse. The

Clearinghouse routes applications for federal activities, such as EAs, to the appropriate state, regional, and local reviewers to determine federal consistency with the FCMP. Applicants are required to submit their own preliminary consistency determination along with the EA to the Clearinghouse. Following their review of the EA, the FCMP state agencies provide comments and recommendations to the Clearinghouse based on their statutory authorities. Based on an evaluation of the comments and recommendations, FDEP makes the state's final consistency determination, which will either agree or disagree with the applicant's own consistency determination. Comments and recommendations regarding federal consistency are then forwarded to the applicant in the state clearance letter issued by the Clearinghouse.

Copies of the draft EA along with Tyndall AFB's own FCMP consistency determination, which is provided as Appendix A, were sent to the Florida State Clearinghouse to obtain the state's FCMP consistency determination for the Proposed Action. After the coordinated review of the EA was completed, the state issued the following statement: "Based on the information contained in the Draft EA and comments provided by our reviewing agencies, the state has determined that at this stage, the proposed federal activities are consistent with the FCMP" (Appendix B).

1.5.2 Regulatory Agency Consultation

To satisfy the NEPA requirements regarding federal regulatory agency consultation for the EA, correspondence letters and copies of the draft EA were sent to the U.S. Fish & Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) (see Appendix B). Consultation with pertinent state agencies, including the Florida Fish & Wildlife Conservation Commission (FFWCC) and State Historic Preservation Officer (SHPO), occurred through the Florida State Clearinghouse. All comments received are included in Appendix B and are discussed in the EA.

1.5.3 Native American Tribal Consultation

To satisfy the NEPA requirements regarding Native American tribal consultation for the EA, correspondence letters and copies of the draft EA were sent to the eight Native American tribes who have expressed an interest in Tyndall AFB for their ancestral ties. All comments received are included in Appendix B and are discussed in the EA.

1.5.4 Public Involvement

A 30-day public review period was held October 25 – November 23, 2009 to solicit public comments on the draft EA. The public review period was announced in a public notice that was published in the *Panama City News Herald* of Panama City, Florida (Appendix C). Copies of the draft EA were made available for public review at the Bay County Public Library and the Tyndall AFB Library. No public comments were received during the public review period.

1.6 Scope of the Environmental Assessment

This EA assesses the potential environmental impacts associated with the Proposed Action of replacing one of the existing subscale drone recovery boat docks at Tyndall AFB, as well as those associated with the No Action Alternative of maintaining existing

conditions. The Proposed Action involves the demolition of the existing dock and the construction of a new dock in the same location. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

1.7 Resources Considered but Eliminated From Further Analysis

The Proposed Action was determined to have no potential to affect several resources. As a result, these resources were eliminated from further analysis and discussion in this EA. Table 1-1 identifies the resources that were considered but eliminated from further analysis because they would have no potential to be affected by the Proposed Action.

TABLE 1-1
Resources Considered but Eliminated from Further Analysis
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Resource	Rationale
Land Use	Replacement of the drone recovery dock would not change the land use designation of the dock site, which is Industrial. Other land uses within Tyndall AFB and land uses in the surrounding region would not be affected in any manner by the Proposed Action. Therefore, the Proposed Action would have no effect on land use.
Topography	Replacement of the drone recovery dock would not involve land contouring, sea floor dredging, or any other activity that would affect site topography. Therefore, the Proposed Action would have no effect on topography.
Groundwater	Replacement of the drone recovery dock would occur entirely over surface water. Demolition and construction activities would not involve withdrawals from, or discharges to, groundwater. Therefore, the Proposed Action would have no effect on groundwater.
Floodplains	Replacement of the drone recovery dock would occur entirely over surface water. No structure would be constructed within the floodplain and the seawall of the docking facility would not be modified in any manner. Therefore, the Proposed Action would have no effect on floodplains or flooding potential.
Housing and Schools	Replacement of the drone recovery dock would not require permanent personnel relocations or permanent employee hires. Therefore, the Proposed Action would have no effect on the number of persons living in on-base or off-base housing or the number of children attending schools in the area.
Energy, Potable Water, and Wastewater	Replacement of the drone recovery dock would not require permanent personnel relocations or permanent employee hires. Therefore, the Proposed Action would have no effect on, energy consumption/distribution, potable water consumption/distribution, or domestic wastewater distribution/treatment at Tyndall AFB.

1.8 Organization of the EA

Table 1-2 presents the organization of the EA.

TABLE 1-2
EA Organization
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Section	Title	Description
	Acronyms and Abbreviations	*Identifies the acronyms and abbreviations used in the EA*
1	*Purpose of and Need for the Proposed Action*	*Provides an introduction to the EA; identifies the need for and the purpose and objectives of the Proposed Action; describes the location of the Proposed Action; discusses the scope and organization of, and the regulatory, consultation, and public involvement requirements for, the EA*
2	*Description of the Proposed Action And Alternatives*	*Describes the alternatives development and selection processes; Proposed Action; and No Action Alternative*
3	*Affected Environment*	*Describes the existing conditions of each resource for which the Proposed Action and No Alternative are assessed*
4	*Environmental Consequences*	*Discusses the potential effects of implementing the Proposed Action and No Action Alternative on the resources described in Section 3*
5	*List of Preparers*	*Provides information on the persons who prepared the EA*
6	*List of Persons and Agencies Consulted*	*Presents a list of persons and agencies consulted during preparation of the EA*
7	*References*	*Presents bibliographical information about the sources used to prepare the EA*
Appendix		
A	*Tyndall AFB's FCMP Consistency Determination*	*Presents Tyndall AFB's own FCMP consistency determination for the Proposed Action*
B	*IICEP Correspondence*	*Presents documentation of IICEP correspondence for the EA*
C	*Public Involvement*	*Presents documentation of public review of the EA*

SECTION 2

Description of the Proposed Action and Alternatives

2.1 Alternatives Development

Under NEPA and 32 CFR Part 989, this EA is required to address the potential environmental impacts of the Proposed Action, No Action Alternative, and "reasonable" alternatives to the Proposed Action. Reasonable alternatives are those that meet the underlying purpose and need for the Proposed Action, are feasible from a technical and economic standpoint, and meet reasonable screening criteria (selection standards) that are suitable to a particular action. Screening criteria may include requirements or constraints associated with operational, technical, environmental, budgetary, and time factors. Alternatives that are determined to not be reasonable can be eliminated from detailed analysis in this EA.

During preliminary project planning, an alternatives analysis was conducted to identify potential reasonable alternatives to the Proposed Action. The alternatives considered included repairing the existing dock and using an existing dock outside the DWRC facility. These alternatives were evaluated based on their ability to meet the purpose and need for the action, and based on applicable screening criteria, which included operational, technical, and environmental factors. Based on the alternatives analysis conducted, none of the alternatives considered were determined to be a reasonable alternative to the Proposed Action. The alternatives considered and the reasons they were eliminated from detailed analysis in this EA are discussed in Section 2.1.1.

2.1.1 Alternatives Eliminated from Detailed Analysis

2.1.1.1 Repair Existing Dock

Repairing the existing drone recovery dock was considered as a potential alternative to the Proposed Action. Based on engineering analyses, the existing dock was ascertained to be structurally deteriorated beyond repair. Because repairing the dock is not feasible from a technical standpoint, this alternative is not reasonable. Therefore, this alternative is not carried forward for detailed analysis in this EA.

2.1.1.2 Use an Existing Dock Outside the DWRC Facility

Using an existing dock outside the DWRC facility was considered as a potential alternative to the Proposed Action. The following docks exist at Tyndall AFB: the Base marine terminal, 9700 Area docks, and the Base yacht club dock (see Figure 1-2). The screening criteria used to evaluate these docks included technical, operational, and environmental factors. Specifically, these docks were evaluated based on structural suitability to accommodate the MR boat, location, land use compatibility, and environmental constraints.

The Base marine terminal is located on the western shoreline of Shoal Point Bayou near the northwestern end of the Base airfield (see Figure 1-2). It is operated by the 325 Logistic Readiness Division and used primarily to offload shipments of jet fuel, which are delivered by barge. Although the overall terminal structure is greater than 120 ft in length, the portion of the terminal that is used for barge docking is approximately 85 ft long and, therefore, is too short for proper docking of the MR boat. Even if the terminal were modified to accommodate the MR boat, docking the MR boat at the terminal would be problematic due to the heavy barge traffic that occurs at the terminal and in the bayou.

The 9700 Area docks are located in the southeastern part of the Base along the southern portion of St. Andrews Sound (see Figure 1-2). Two adjacent docks exist in this area, one used by the WEG and the other used by the 325 Operation Support Squadron, Life Support Section. The dock used by the WEG is approximately 20 ft long and the dock used by the 325 Operation Support Squadron, Life Support Section is approximately 30 ft long. Therefore, both docks are too short for proper docking of the MR boat. In addition to the inadequate size of the docks, the waters in the southern portion of St. Andrews Sound are too shallow to accommodate the MR boat. A significant amount of dredging would be required to provide the water depths necessary for the MR boat. The amount of dredging that would be required would be considerable, and, therefore, has the potential to adversely impact the aquatic environment.

The Base yacht club dock is located in the southwestern part of the Base along the northern shoreline of St. Andrews Bay (see Figure 1-2). The Base yacht club is used by active and retired military personnel for recreational boating. Although the overall yacht club dock is approximately 350 ft in length, it is divided into numerous boat slips, each of which is approximately 30 ft long. Therefore, the design of the yacht club dock is not appropriate for the MR boat. In addition, the Base yacht club is used exclusively for recreational purposes.

In addition to the structural inadequacies, land-use incompatibilities, and environmental constraints identified, using any of the existing docks outside of the DWRC facility would create operational inefficiencies. All three MR boats used for aquatic drone recoveries are currently docked and maintained at the DWRC facility. All personnel, equipment, and other resources associated with aquatic drone recovery operations, including repair and maintenance of the MR boats, are located at the facility. Therefore, the use of a dock outside the DWRC facility would create operational inefficiencies during aquatic drone recoveries, boat docking, drone offloading, and boat maintenance. Constructing a new dock outside the DWRC facility would create the same operational inefficiencies and would also have the potential to adversely impact the aquatic and shoreline environments.

In summary, none of the existing docks outside the DWRC facility meet the screening criteria for the action. The use of an existing dock, or the construction of a new dock, outside the DWRC would create operational inefficiencies that would negatively impact aquatic drone recovery operations and the mission of the WEG. Because these alternatives would not provide the means to better support the AFSAT program, they do not meet the purpose and need for the action. For these reasons, these alternatives are not reasonable, and, therefore, are not carried forward for detailed analysis in this EA.

2.2 No Action Alternative

The No Action Alternative is to maintain existing conditions. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

2.3 Description of the Proposed Action

Under the Proposed Action, the smaller of the two subscale drone recovery boat docks used by the WEG at Tyndall AFB would be replaced. The dock proposed to be replaced is located in the southwestern corner of the DWRC docking facility (Figure 2-1). It is constructed of wood and measures 8 ft by 100 ft (Figures 2-2 through 2-6). The existing dock has a total of 18 bent piles (nine rows of two piles) supported by wood sway bracing, and a total of eight wood fender piles (four rows of two piles). All the piles are 12 inches in diameter.

A larger drone recovery dock, which measures 20 ft by 130 ft, is located approximately 100 ft north of the dock proposed to be replaced. Currently, two of the three MR boats used for aquatic drone recoveries are docked at the larger dock (one on each side of the dock) and one of the MR boats is docked at the dock proposed to be replaced (on its northern side). In addition to the two docks, the DWRC facility consists of Building 5025 (Watercraft Operations) and a 52,000-pound (lb) Diesel Fuel #2 (DF2) aboveground storage tank (AST) and associated fuel pump (see Figure 2-1). The pavement and seawall of the facility are concrete. Several wooden mooring dolphins are located around each dock

Under the Proposed Action, the existing dock would be demolished and a new dock measuring 14 ft by 120 ft would be constructed in the same location. Demolition of the existing dock and construction of the new dock would be conducted mostly by equipment, such as cranes, that would be staged and operated on a construction barge. Some equipment would be staged and operated on the pavement of the DWRC facility. The existing dock would be dissembled in pieces as much as possible. No explosives would be used during the demolition and no dredging would be conducted during demolition or construction. The wood piles of the existing dock extend approximately 20 ft through the estuarine sediment below the sea floor. The portions of the piles above the sea floor would be removed and the portions of the piles below the sea floor would be left in place.

Source: Florida Department of Transportation, 2007

FIGURE 2-1
Project Area
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Photograph taken in June 2009

FIGURE 2-2
Photograph of Drone Recovery Dock
to be Replaced - Facing West
EA for Replacement of Drone Recovery Dock
at Tyndall AFB

Photograph taken in June 2009

FIGURE 2-3
Photograph of Drone Recovery Dock
to be Replaced - Facing East
EA for Replacement of Drone Recovery Dock
at Tyndall AFB

Photograph taken in June 2009

FIGURE 2-4
Photograph of Drone Recovery Dock
to be Replaced - Facing North
EA for Replacement of Drone Recovery Dock
at Tyndall AFB

Photograph taken in June 2009

FIGURE 2-5
Photograph of Drone Recovery Dock
to be Replaced - Facing Northwest
EA for Replacement of Drone Recovery Dock
at Tyndall AFB

Photograph taken in June 2009

FIGURE 2-6
Photograph of Drone Recovery Dock
to be Replaced - Facing Southwest
EA for Replacement of Drone Recovery Dock
at Tyndall AFB

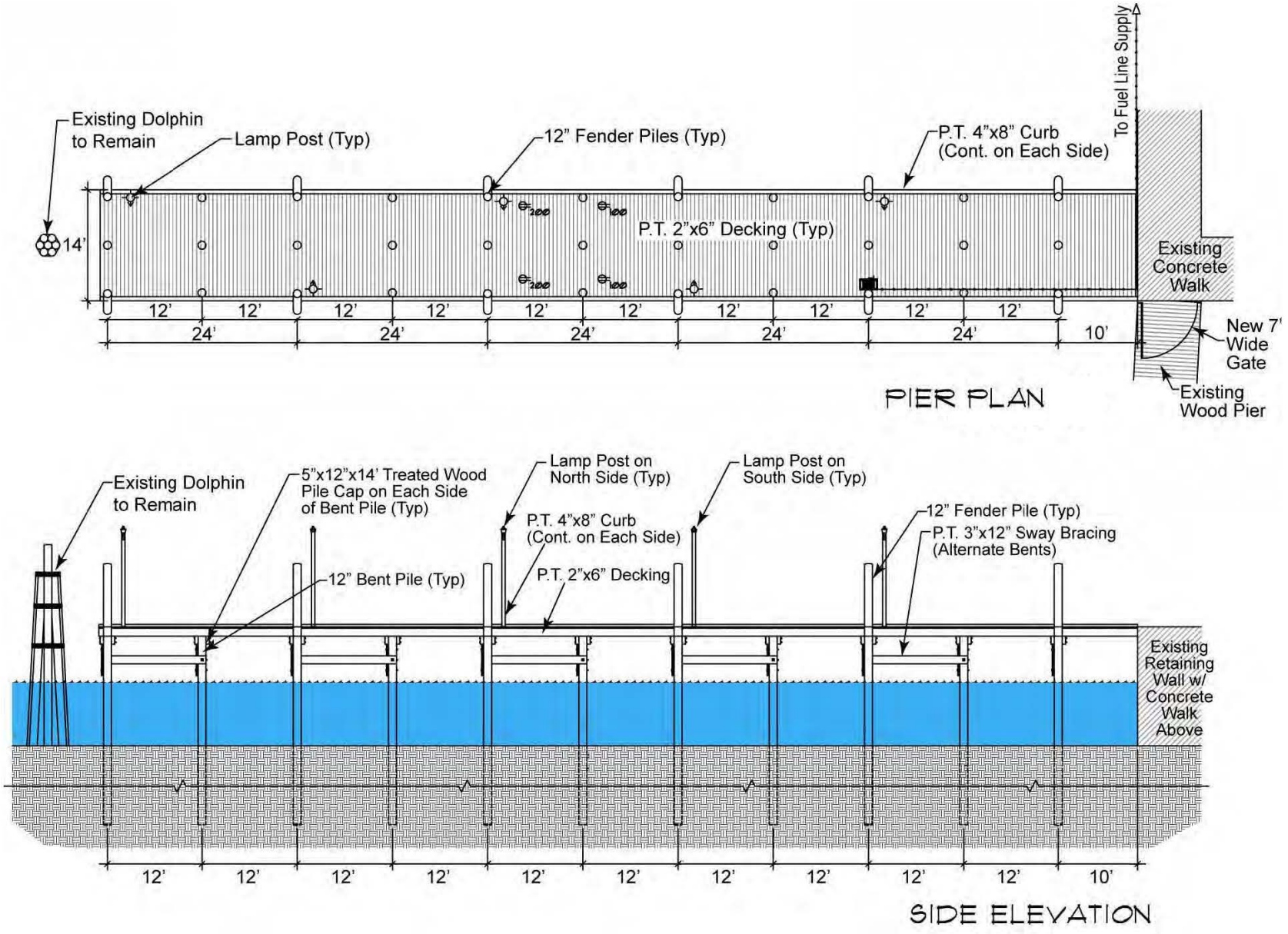
Preliminary design drawings of the proposed new dock are presented as Figures 2-7 and 2-8. The new dock would have a total of 33 bent piles (11 rows of three piles) supported by wood sway bracing, and a total of 12 wood fender piles (six rows of two piles). All the piles would be 12 inches in diameter. The bent and fender piles would extend a minimum of 20 ft below the sea floor. The dock would have wood decking and a row of aluminum lamp posts on each side. The deck height of the new dock would be the same as the existing deck height.

A fiberglass fuel pipe would be extended from the DF2 AST along the seawall to the dock. The fuel pipe would run under the northern side of the decking to a fuel dispensing hose reel within a cabinet on the deck surface. The Proposed Action would not involve any modification to the existing seawall or pavement of the DWRC facility. Construction of the new dock would also not impact any of the existing mooring dolphins around the dock. The only action proposed landward of the seawall is the replacement of the existing chain-link gate that controls access onto the dock. This gate would be replaced with a similar chain-link gate.

As discussed in Section 2.1, there is no reasonable alternative to the Proposed Action. Under the Proposed Action, demolition of the existing dock and construction of the new dock would occur within state and federal jurisdictional wetlands/surface waters. Therefore, there is no practicable alternative to the proposed replacement of the existing drone recovery dock within jurisdictional wetlands/surface waters. To minimize the impact to wetlands/surface waters, the new drone recovery dock proposed to be constructed has been sized only to the extent needed to meet the minimum docking requirements of the MR boat. To minimize the overall footprint of the project, no ancillary facilities are proposed over water or on land. The Proposed Action would be conducted in compliance with all applicable state and federal wetland permitting requirements and in accordance with all Tyndall AFB environmental plans and policies pertaining to the protection of wetlands/surface waters.

2.4 Identification of the Preferred Alternative

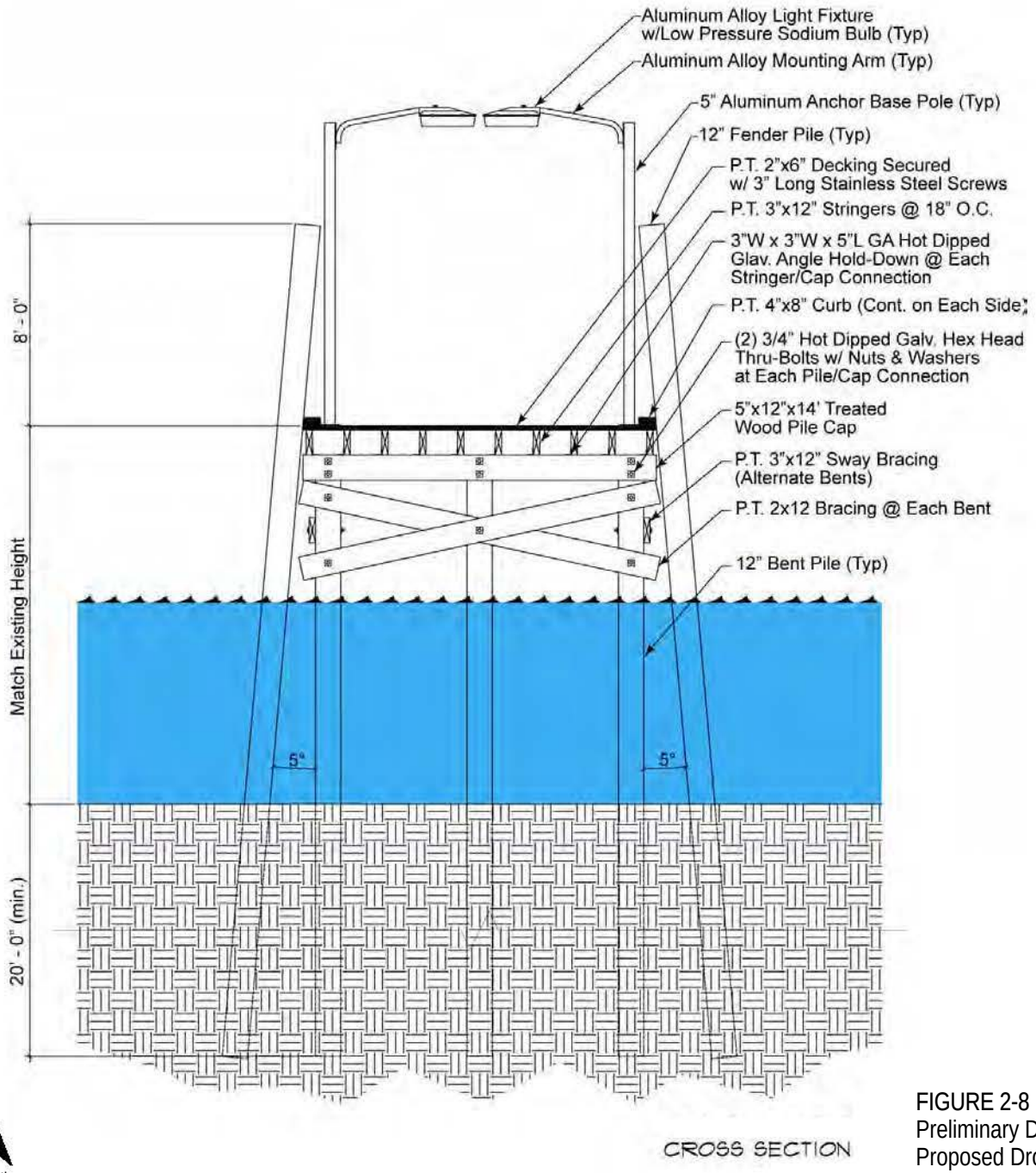
The preferred alternative for this EA is to implement the Proposed Action as described in Section 2.3.



Source: Tyndall AFB

North

FIGURE 2-7
Preliminary Design Plan and Side Elevation of Proposed Drone Recovery Dock
EA for Replacement of Drone Recovery Dock at Tyndall AFB



Source: Tyndall AFB

North

FIGURE 2-8
Preliminary Design Cross Section of
Proposed Drone Recovery Dock
EA for Replacement of Drone Recovery Dock at Tyndall AFB

2.5 Summary of Environmental Consequences

The potential environmental consequences of the Proposed Action and No Action Alternative are summarized in Table 2-1.

TABLE 2-1
Summary of Environmental Consequences
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Resource	Proposed Action	No Action Alternative
Air Quality	MINOR IMPACT	NO EFFECT
Noise	MINOR IMPACT	NO EFFECT
Air Installation Compatible Use Zone	NO EFFECT	NO EFFECT
Geology and Soils	MINOR IMPACT	NO EFFECT
Surface Water	MINOR IMPACT	NO EFFECT
Wetlands	MINOR IMPACT	NO EFFECT
Vegetation	NO EFFECT	NO EFFECT
Fish and Wildlife	MINOR IMPACT	NO EFFECT
Listed Species	NEGLIGIBLE IMPACT	NO EFFECT
Recreation	NEGLIGIBLE IMPACT	NO EFFECT
Traffic Flow	MINOR IMPACT	NO EFFECT
Environmental Compliance	NEGLIGIBLE IMPACT	NO EFFECT
Cultural Resources	NO EFFECT	NO EFFECT
Socioeconomics	MINOR POSITIVE IMPACT	NO EFFECT
Environmental Justice	NO EFFECT	NO EFFECT
Cumulative Impacts	NEGLIGIBLE IMPACT	NO EFFECT

No Effect: The action does not cause a detectable change

Negligible: The impact is at the lowest level of detection; the impact is not significant

Minor: The impact is slight but detectable; the impact is not significant

SECTION 3

Existing Conditions

3.1 Air Quality

The CAA requires the U.S. Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. Pursuant to Sections 109 and 301(a) of the CAA. USEPA has established NAAQS for the following six principal pollutants, which are called criteria pollutants: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. Areas that meet the USEPA air quality standards for all criteria pollutants are designated as being "in attainment" (60 Federal Register 62748, December 7, 1995). Areas that do not meet the air quality standard for one of the criteria pollutants may be subject to the formal rule-making process and designated as being "in nonattainment" for that standard. Bay County currently meets the air quality standards for all criteria pollutants and, therefore, is currently designated as being "in attainment."

Tyndall AFB operates under a minor air operation permit issued by the State of Florida in September 2005. The following five stationary sources of air emissions at Tyndall AFB are regulated under this permit: paint booths (seven separate units), fuel fill stands (aircraft refueler truck fill), jet engine testing (hush houses and engine shop), bulk fuel storage tanks (6000 and 400 Areas), and boilers (all units $\geq$ 1.0 million British thermal units per hour. There are no stationary sources of air emissions at the drone recovery dock site that are regulated under the Base air permit.

3.2 Noise

Human hearing is best approximated by using an A-weighted decibel scale (dBA). Psychologically, most humans perceive a doubling of sound as an increase of 10 dBA (USEPA, 1974). Noise level is often expressed as day-night averaged sound level (DNL), which is the dBA sound level over a 24-hour day and night period. The DNL also applies a 10-dBA penalty to nighttime sounds occurring between 10 pm and 7 am to account for the desirability of a quieter night than day. The U.S. Department of Housing and Urban Development and DoD define outdoor DNL levels up to 65 dBA as acceptable for residences.

Based on data presented in the USEPA publication, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (USEPA, 1971), outdoor construction noise levels range from 78 dBA to 89 dBA, approximately 50 ft from a typical construction site. Noise levels at 50 ft from a source decrease by approximately 3 dBA over a hard, unobstructed surface (such as asphalt), and by approximately 4.5 dBA over a soft surface (such as vegetation). Table 3-1 presents typical noise levels (dBA at 50 ft from source) estimated by USEPA for the main phases of outdoor construction.

TABLE 3-1
Typical Noise Levels for Outdoor Construction
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Construction Phase	Noise Level (dBA at 50 feet from source)
Ground Clearing	84
Excavation, Grading	89
Foundations	78
Structural	85
Finishing	89

dBA – decibel on the A-weighted scale
Source: USEPA, 1971

Airfield operations are the primary sources of noise at Tyndall AFB. Other noise sources include vehicular traffic, training activities, and intermittent construction.

The nearest on-base noise-sensitive area to the drone recovery dock is the Shoal Point accompanied military housing area, which is located approximately 735 ft southeast of the dock at its nearest point. The nearest off-base noise-sensitive area to the dock is the residential community of Oak Shore Villas, which is located near the northern end of the DuPont Bridge, approximately 0.9 mile northeast of the dock at its nearest point.

3.3 Air Installation Compatible Use Zone

Tyndall AFB implements an Air Installation Compatible Use Zone (AICUZ) program to analyze the compatibility of land use development on and off the Base with aircraft noise, aircraft accident potential, and other aspects of airfield operations. The 2008 Tyndall AFB AICUZ Study presents the most recent noise contours determined for airfield operations and the Clear Zones and Accident Potential Zones (APZs) identified for the Base runways (Tyndall AFB, 2008).

3.4 Geology and Soils

Unconsolidated sands and clayey sands deposited since the Pliocene age extend down to approximately 110 ft below land surface (bls) at Tyndall AFB. This material is relatively permeable and is underlain by the Intracoastal Formation which extends down to approximately 330 ft bls. The Intracoastal Formation is primarily composed of fossils, quartz sand, and calcium carbonate grains cemented by crystalline calcite and clay. The upper portion of this formation is relatively impermeable, while the lower portion is highly permeable. The Intracoastal Formation is underlain by highly permeable limestone that extends below 600 ft bls in some areas.

In general, the soils of Tyndall AFB are sandy and acidic. General soil associations and detailed soil types at Tyndall AFB have been identified by the Natural Resources Conservation Service (NRCS) Soil Survey for Bay County, Florida (NRCS, 1984).

The drone recovery dock is located entirely over water. The piles of the existing dock extend approximately 20 ft through estuarine sediment below the sea floor. Surface sediments in the eastern part of St. Andrews Bay where the dock is located are composed of fine to medium-grained quartz sands with small amounts of shell material (Grady, 1981). The silt/clay content and density of the sediments increase with depth.

3.5 Surface Water

Tyndall AFB is located within the Choctawhatchee River Basin which drains the Choctawhatchee River southward into Choctawhatchee Bay, and eventually into the Gulf of Mexico. The surface water bodies that surround the Tyndall AFB peninsula are St. Andrews Bay, East Bay, St Andrews Sound, and the Gulf of Mexico. These systems are hydrologically connected to Choctawhatchee Bay to the west.

The drone recovery dock is located in the southeastern part of St. Andrews Bay near the mouths of Pearl Bayou and an unnamed bayou (see Figures 1-2 and 1-3). The water depths at mean low tide within the footprint of the dock are approximately 6 to 8 ft. During the field investigation conducted for the EA, the water around the dock appeared to have relatively good clarity and no obvious flow. Tidal flow is typically slow in the vicinity of the dock (John Wys and Steve Shafer, Personal Communication, June 16, 2009). There are no stormwater drainage ditches, piping, or other stormwater drainage features at the DWRC docking facility. Stormwater drains off the facility via sheet flow into St. Andrews Bay.

3.6 Biological Resources

3.6.1 Wetlands

EO 11990, *Protection of Wetlands* (signed May 24, 1977) directs Federal agencies to avoid, to the extent possible, the long and short-term adverse impacts associated with the destruction or modification of wetlands, and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

Approximately 40 percent of Tyndall AFB is estimated to be wetland habitat. Wetlands on Tyndall AFB have been mapped and classified in accordance with the USFWS's National Wetlands Inventory (NWI) classification system as described in *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et. al., 1979).

Based on the NWI classification system, the eastern part of St. Andrews Bay where the drone recovery dock is located is classified as Estuarine Deepwater (Figure 3-1). The eastern part of St. Andrews Bay is not classified as an Outstanding Florida Water or an Aquatic Preserve by the State of Florida. The dock is located entirely within state and federal jurisdictional wetlands/surface waters. The landward end of the dock abuts a concrete seawall, which extends from the dock to the western end of the DWRC docking facility. A shallow cove exists immediately northeast of the dock (see Figure 3-1). The shoreline in the western part of the cove is steeply sloped and consists mostly of concrete and asphalt rubble. The shoreline in the eastern part of the cove is less disturbed and densely vegetated with herbaceous plant species. The shoreline that borders the northern side of the DWRC docking facility consists mostly of rubble and has sparse vegetation (see Figure 3-1).

Sources:
Aerial Image: Florida Department of Transportation, 2007
Seagrass Mapping: Florida Fish and Wildlife Conservaton Commission, 2007
"Estuarine Deepwater" Classification: U.S. Fish and Wildlife Service National Wetlands Inventory

FIGURE 3-1
Natural Features in Vicinity of Drone Recovery Dock
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Six areas at Tyndall AFB have been identified by the Florida Natural Areas Inventory (FNAI) as Special Interest Natural Areas (Figure 3-2). These areas consist mostly of wetland habitat and are relatively pristine. They are considered ecologically valuable and support a variety of plants and wildlife species, some of which are rare or protected. The drone recovery dock is not located within any of the Special Interest Natural Areas.

3.6.2 Vegetation

Much of the historical vegetation of the Tyndall AFB peninsula has been altered by past human activity. The native vegetation of the peninsula has been impacted primarily by past agricultural and silvicultural practices. Slash and sand pine plantations have replaced much of the native longleaf pine communities, as these species are considered more favorable for timber production. Although Tyndall AFB continues to maintain pine plantations for commercial harvest, its forestry management program focuses less on commercial harvesting and more on restoring historical vegetative conditions and natural processes through selective thinning, natural regeneration of native species, and prescribed fire.

During the site investigation conducted for the EA, no submerged aquatic vegetation was sighted under or adjacent to the drone recovery dock. No seagrasses or macroalgae have been sighted under or adjacent to the dock by DWRC divers who regularly snorkel and scuba dive around the DWRC facility (John Wys and Steve Shafer, Personal Communication, June 16, 2009). Potential factors that inhibit submerged aquatic vegetation growth include low light penetration (due to water depth and shading by the dock and MR boat) and turbidity created during docking.

Two types of seagrasses exist within the shallow waters of St. Andrews Bay: shoalgrass (*Halodule wrightii*) and turtlegrass (*Thalassia testudinum*). Based on the most recent seagrass mapping data (FFWCC, 2007), the nearest seagrass beds to the drone recovery dock are located along the shoreline just west of the mouth of the unnamed bayou south of the dock and within the bayou itself (Figure 3-3). During the field investigation conducted for the EA, seagrass beds were confirmed to exist in these areas. Two small patches of shoalgrass were also sighted in the shallow cove immediately northeast of the dock during the field investigation (see Figure 3-1). Dead floating turtlegrass was also sighted within the cove.

The DWRC facility is entirely paved and, therefore, devoid of terrestrial vegetation. Live oak (*Quercus virginiana*) trees exist between the facility and U.S. Highway 98, and along the upper embankments of the cove northeast of the dock. The shoreline in the western part of the cove contains small patches of sea purslane (*Sesuvium maritimum*) and saltmarsh elder (*Iva frutescens*). The shoreline in the eastern part of the cove is densely vegetated with Carolina fimbry (*Fimbristylis caroliniana*) and also includes glasswort (*Salicornia* sp.) and sea purslane. Saltbush (*Baccharis halimifolia*), sawgrass (*Cladium jamaicense*), and saltmarsh elder occur landward of the immediate shoreline in this part of the cove.

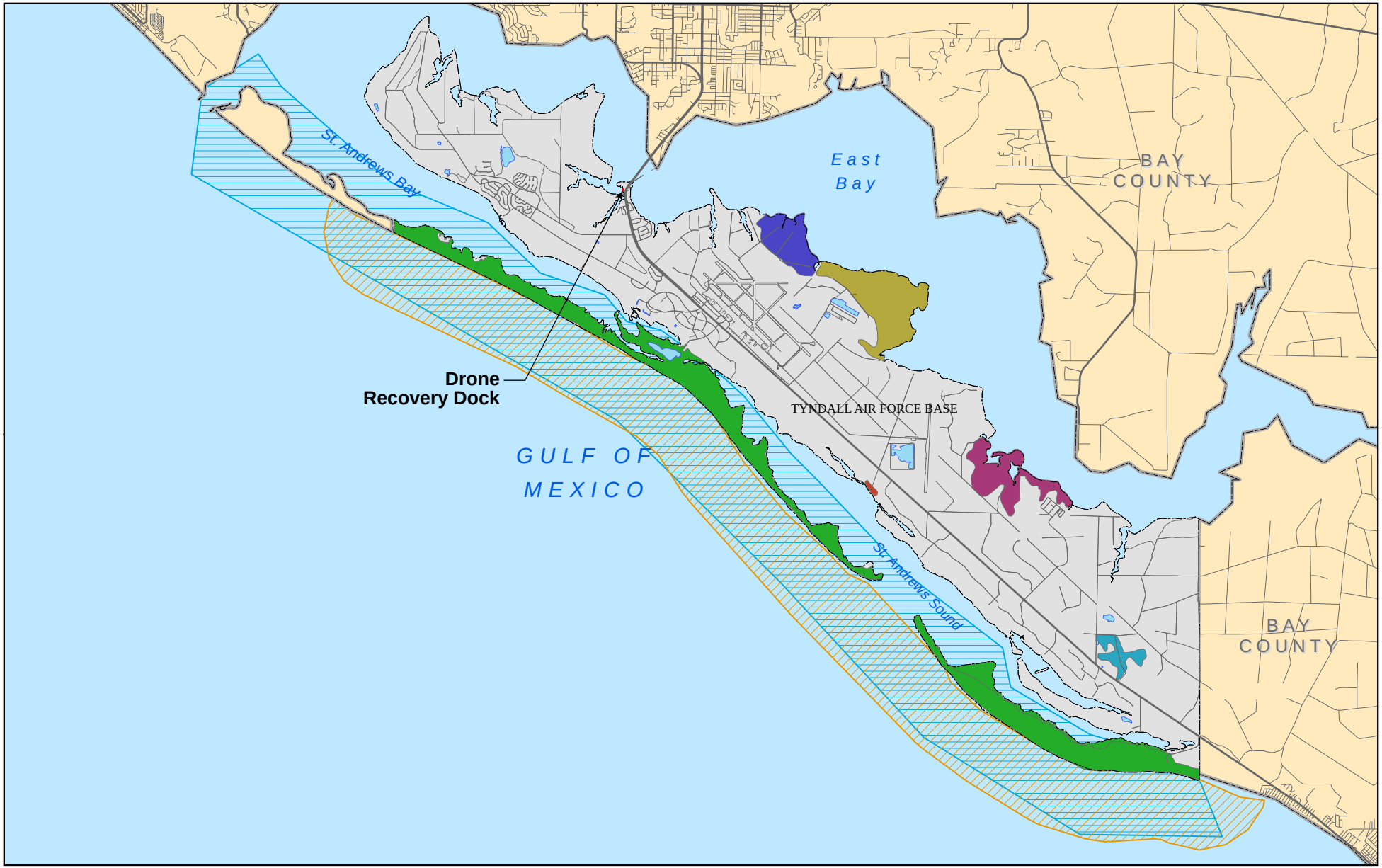


FIGURE 3-2
Special Interest Natural Areas at Tyndall AFB
EA for Replacement of Drone Recovery Dock at Tyndall AFB

LEGEND

Mapped Seagrass

Sources:
Aerial Image: Florida Department of Transportation, 2007
Seagrass Mapping: Florida Fish and Wildlife Conservation Commission, 2007

North

0 200 400
Scale in Feet

FIGURE 3-3
Mapped Seagrass Beds in Vicinity of Drone Recovery Dock
EA for Replacement of Drone Recovery Dock at Tyndall AFB

3.6.3 Fish and Wildlife

Tyndall AFB provides habitat for a wide variety of fish and wildlife species. Inventories of the Base's fish and wildlife species are based mainly on studies conducted by the 325th Civil Engineer Asset Management Flight Natural Resources Element (325 CES/CEAN) Natural Resources Section and FNAI. Tyndall AFB has a freshwater fisheries management program and wildlife management programs for both game and non-game wildlife species.

The drone recovery dock and adjacent seawall provide limited habitat for terrestrial wildlife. Small wading bird species may use the slanted lower piles of the dock to forage for fish, and shorebirds, seabirds, and diving birds may perch on the upper piles and deck of the dock. The undeveloped shorelines in the vicinity of the dock provide suitable foraging habitat for wading birds, shorebirds, and small mammals, and the adjacent offshore waters provide suitable foraging habitat for seabirds and diving birds. During the field investigation conducted for the EA, a green heron (*Butorides striatus*) was sighted on one of the lower piles of the dock and a great egret (*Casmerodius albus*) was sighted on the shoreline of the cove northeast of the dock. Laughing gulls (*Larus atricilla*) and barn swallows (*Hirundo rustica*) were sighted flying over the adjacent offshore waters.

The waters under and adjacent to the dock provide aquatic habitat for a variety of common marine fish, crustaceans, and bivalve species. Marine fauna sighted in the waters under and adjacent to the dock during the field investigation included sheepshead (*Archosargus probatocephalus*), ladyfish (*Elops saurus*), oysters (*Crassostrea virginica*). Aquatic fauna sighted within the cove northeast of the dock included mullet (*Mugil cephalus*), Atlantic needlefish (*Strongylura marina*), pinfish (*Lagodon rhomboides*), Gulf killifish (*Fundulus grandis*), mojarra (*Eucinostomus* sp.), fiddler crabs, and hermit crabs.

3.6.4 Listed Species

Listed species are generally defined as plant and animal species that have been given federal and/or state protective status for their protection and conservation. The ESA provides for the conservation of species that are endangered or threatened throughout all or a significant portion of their range, and the conservation of the ecosystems on which they depend. USFWS and NMFS share responsibility for implementing the ESA. Generally, USFWS manages land and freshwater species and NMFS manages marine and anadromous species. Anadromous species are species that breed in freshwater but live most of their lives in the sea.

A total of 16 listed plant species and 25 listed animal species have been documented at Tyndall AFB or in its immediate vicinity. Table 3-2 presents the listed species and the habitat types in which they occur. A total of one plant species and ten animal species documented at or in the vicinity of the Base are federally listed as Threatened or Endangered.

TABLE 3-2
Listed Plant And Animal Species Documented At Tyndall AFB Or In Its Immediate Vicinity
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Common Name	Scientific Name	Federal Legal Status (USFWS)	State Legal Status (FFWCC or FDACS)	Global/State Rank Definitions (FNAI)	Habitat Type
PLANTS					
Apalachicola dragonhead	*Physostegia godfreyi*		T	G3/S3	Wet prairies, wet flatwoods
Chapman's crownbeard	*Verbesina chapmanii*		T	G3/S3	Wet prairies, wet flatwoods
Dew thread sundew	*Drosera filiformis*		E	G4/S1	Wet prairies
Giant water dropwort	*Oxypolis greenmanii*		E	G3/S3	Wet prairies, wet flatwoods, ditches, marshes
Godfrey's golden aster	*Chrysopsis godfreyi*		E	G2/S2	Dunes, scrub
Gulf coast lupine	*Lupinus westianus*		T	G2/S2	Dunes, scrub
Harper's yellow-eyed grass	*Xyris scabrifolia*		T	G3/S3	Wet prairies, seepage slopes
Henry's spider lily	*Hymenocallis henryae*		E	G2/S2	Wet flatwoods, cypress swamps
Karst pond yellow-eyed grass	*Xyris longisepala*		E	G2/S2	Upland lake margins, seepage slopes, wet prairies
Large-leaved jointweed	*Polygonella macrophylla*		T	G3/S3	Scrub
Quillwort yellow-eyed grass	*Xyris isoetifolia*		E	G1/S1	Upland lake margins, seepage slopes, wet prairies
Southern milkweed	*Asclepias viridula*		T	G2/S2	Wet prairies, wet flatwoods, seepage slopes
Spoon-leafed sundew	*Drosera intermedia*		T	G5/S3	Wet prairies
Thick-leaved water willow	*Justicia crassifolia*		E	G3/S3	Wet prairies, wet flatwoods, cypress swamps
Violet-flowered butterwort	*Pinguicula ionantha*	T	E	G2/S2	Wet prairies, wet flatwoods, ditches, seepage slopes, cypress swamps
White-flowered wild petunia	*Ruellia noctiflora*		E	G2/S2	Wet prairies, wet flatwoods, seepage slopes

Common Name	Scientific Name	Federal Legal Status (USFWS)	State Legal Status (FFWCC or FDACS)	Global/State Rank Definitions (FNAI)	Habitat Type
BIRDS					
American oystercatcher	*Haematopus palliates*		SSC	G5/S2	Coastlines
Black skimmer	*Rhychops niger*		SSC	G5/S3	Coastlines, coastal lakes
Brown pelican	*Pelecanus occidentalis*		SSC	G4/S3	Coastlines, coastal lakes
Least tern	*Sterna antillarum*		T	G4/S3	Coastlines, barrier islands, coastal lakes
Little blue heron	*Egretta caerulea*		SSC	G5/S4	Lakes, marshes, wet prairies, ditches
Peregrine falcon	*Falco peregrinus tundrius*		E	G4/S2	Open habitats
Piping plover	*Charadrius melodus*	T /CH	T	G3/S2	Barrier islands
Reddish egret	*Egretta rufescens*		SSC	G4/S2	Coastlines, salt marshes, marshes
Snowy egret	*Egretta thula*		SSC	G5/S3	Coastlines, lakes, marshes, wet prairies, ditches
Snowy plover	*Charadrius alexandrinus tenuirostris*		T	G4/S1	Barrier islands
Southeastern American kestrel	*Falco sparverius paulus*		T	G5/S3	Open habitats, partly open habitats
Tricolor heron	*Egretta tricolor*		SSC	G5/S4	Lakes, marshes, wet prairies, ditches
White ibis	*Eudocimus albus*		SSC	G5/S4	Coastlines, lakes, marshes, wet prairies, ditches
REPTILES					
Alligator snapping turtle	*Macroclemys temmincki*		SSC	G3/S3	Lakes
American alligator	*Alligator mississippiensis*	T (S/A)	SSC	G5/S4	Lakes, rivers, swamps, marshes
Gopher tortoise	*Gopherus polyphemus*		T	G3/S3	Sandhill, scrub
Green sea turtle	*Chelonia mydas mydas*	E	E	G3/S2	Marine, barrier islands
Kemp's ridley sea turtle	*Lepidochelys kempi*	E	E	G1/S1	Marine, barrier islands
Leatherback sea turtle	*Dermochelys coriacea*	E	E	G2/S2	Marine, barrier islands
Loggerhead sea turtle	*Caretta caretta*	T	T	G3/S3	Marine, barrier islands

Common Name	Scientific Name	Federal Legal Status (USFWS)	State Legal Status (FFWCC or FDACS)	Global/State Rank Definitions (FNAI)	Habitat Type
MAMMALS					
Choctawatchee beach mouse	*Peromyscus polionotus allophyrs*	E / CH	E	G5/S1	Barrier islands
Florida black bear	*Ursus americanus floridanus*		T	G5/S2	Forests, swamps
Manatee	*Trichechus manatus*	E	E	G2/S2	Marine, estuaries
St. Andrews beach mouse	*Peromyscus polionotus peninsularis*	E	E	G5/S1	Barrier islands
FISH					
Gulf sturgeon	*Acipenser oxyrhyichus desotoi*	T / CH	SSC	G3/S2	Marine, large rivers

Sources

Tyndall AFB Integrated Natural Resources Management Plan, Tyndall AFB, 2006.
Rare Plant Survey of Flatwoods and Prairies on Tyndall AFB, Bay County, Florida, FNAI, September 2001.
FNAI Website, Species Tracking List, http://www.fnai.org/bioticssearch.cfm, Updated September 2008.

Federal Legal Status

E Endangered: species in danger of extinction throughout all or a significant portion of its range.
T Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
T(S/A) Treated as threatened due to similarity of appearance to a species that is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
CH Critical Habitat Designated

State Legal Status

Animals:
E Endangered: species, subspecies, or isolated population so few or depleted in number or so restricted in range that it is in imminent danger of extinction.
T Threatened: species, subspecies, or isolated population facing a very high risk of extinction in the future.
SSC Species of Special Concern is a species, subspecies, or isolated population which is facing a moderate risk of extinction in the future.

Plants:
E Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
T Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

FNAI Global Rank Definitions

G1	Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
G2	Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
G3	Either very rare and local throughout its range (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
G4	Apparently secure globally (may be rare in parts of range).
G5	Demonstrably secure globally.

FNAI State Rank Definitions

S1	Critically imperiled in Florida because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
S2	Imperiled in Florida because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
S3	Either very rare and local in Florida (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
S4	Apparently secure in Florida (may be rare in parts of range).

Agencies/Organizations:

FDACS	Florida Department of Agriculture & Consumer Services
FNAI	Florida Natural Areas Inventory
FFWCC	Florida Fish & Wildlife Conservation Commission
USFWS	U.S. Fish & Wildlife Service

Most of the listed species at Tyndall AFB occur on the barrier islands or within wetlands where interactions with the military mission are minimal. The beaches of the barrier islands are important nesting sites for the loggerhead sea turtle (*Caretta caretta*), as well as for listed shorebirds such as the snowy plover (*Charadrius alexandrinus tenuirostris*) and least tern (*Sterna antillarum*). The dunes are crucially important habitat for the Choctawhatchee beach mouse (*Peromyscus polionotus allophyrs*) and St. Andrews beach mouse (*Peromyscus polionotus peninsularis*). Shell Island from the western boundary of the Base to lands end (Choctawhatchee beach mouse), all of the barrier island gulf and bay/sound beaches and surrounding waters (piping plover [*Charadrius melodus*]), and the entire gulf frontage from the shoreline to 1½ miles out (Gulf sturgeon [*Acipenser oxyrhyichus desotoi*]) have been designated as Critical Habitat by USFWS (see Figure 3-2). Additionally, all beach and dune habitats on Shell Island and Crooked Island East and Crooked Island West have been designated Critical Wildlife Areas from April 1 to September 15 by USFWS.

Certain state-listed wading bird species, such as the little blue heron (*Egretta caerulea)* and snowy egret (*Egretta thula*), may use the slanted lower piles of the drone recovery dock to forage for fish. The state-listed brown pelican (*Pelecanus occidentalis*) and least tern may perch on the upper piles and deck of the dock. The undeveloped shorelines in the vicinity of the dock provide suitable foraging habitat for several state-listed wading bird species such as the little blue heron, reddish egret (*Egretta rufescens*), snowy egret, tricolor heron (*Egretta tricolor)*, and white ibis (*Eudocimus albus*), and for the American oystercatcher (*Haematopus palliates*). Adjacent offshore waters provide suitable foraging habitat for state-listed shorebird species such as the black skimmer (*Rhychops niger*) and least tern, and for the brown pelican. No listed plant species are expected to occur in the immediate vicinity of the drone recovery dock.

Listed marine species that could potentially occur in the waters around the dock include the loggerhead sea turtle, green sea turtle (*Chelonia mydas mydas*), Kemp's ridley sea turtle (*Lepidochelys kempi*), leatherback sea turtle (*Dermochelys coriacea*), manatee (*Trichechus manatus*), and Gulf sturgeon. Based on the location of the site, the occurrence potential for all of these species is considered to be low. As shown on Figure 3-2, the site and adjacent waters are not classified as Critical Habitat for any species. No listed species were sighted at or in the vicinity of the dock site during the field investigation conducted for the EA.

3.7 Recreation

Tyndall AFB offers the public numerous outdoor recreational activities, including boating, canoeing, fishing, wood cutting, hunting, and trail walking. The Base has nine fishing lakes, three nature trails, and large amounts of land open to hunting. Elevated boardwalks in several natural areas allow the public to observe habitat and wildlife. DoD personnel are afforded additional recreational opportunities at the Base, including access to the Bonita Bay Outdoor Recreation Complex (BBORC), Tyndall AFB Marina Club on St. Andrews Bay, skeet range, archery range, Aero Club, family campground, and a variety of sports facilities.

The BBORC borders the northern side of the DWRC docking facility (see Figure 2-1). It is managed by the 325 Force Support Squadron and includes a marina, boat ramps, an outfitters shop, picnic facilities, and a beach. Recreational boat docks for DoD personnel border the southern side of the DWRC facility (see Figure 2-1). Access onto these docks is

provided from the DWRC facility. The DWRC facility is not open to recreational fishing or hunting. Recreational fishing is allowed along the adjacent shorelines and offshore waters.

3.8 Traffic Flow

The Tyndall AFB peninsula is bisected by U.S. Highway 98, which serves as the primary artery for access to and from the Base. Access to the main Base property north of the highway is provided through Tyndall Gate. Access to the main Base property south of the highway is provided by Sabre and Illinois Gates.

Vehicular access into the DWRC docking facility is provided off of U.S. Highway 98.

3.9 Environmental Compliance

The 325 CES/CEAN Compliance Section has primary responsibility for the management of air emissions; wastewater and storm water discharge; solid waste disposal and recycling; fuels storage; hazardous substances (e.g., hazardous materials and hazardous waste) authorization, storage, and disposal; petroleum, oil, and lubricant (POL) contamination compliance; and the Installation Restoration Program (IRP) for the Base, including the DWRC docking facility.

As discussed in Section 3.1, Bay County currently meets the air quality standards for all criteria pollutants and, therefore, is currently designated as being "in attainment." Tyndall AFB operates under a minor air operation permit issued by the State of Florida. There are no stationary sources of air emissions at the drone recovery dock site that are regulated under the Base air permit.

Sanitary wastewater that is generated at the DWRC docking facility is discharged directly to the Bay County sewer treatment plant. There are no stormwater drainage ditches, piping, or other stormwater drainage features at the DWRC docking facility. Stormwater drains off the facility via sheet flow into St. Andrews Bay. Storm water pollution prevention measures are implemented to ensure that facility activities do not result in the discharge of contaminated storm water.

Non-hazardous solid waste that is generated at the DWRC docking facility is properly collected, handled, managed, transported, and disposed of off base by a contractor. Bay County operates a waste-to-energy incinerator that uses trash from Tyndall AFB and other communities. The 325 Force Support Squadron conducts the Base recycling program. There is curbside collection in the housing areas and collection points for aluminum, plastic, paper, newspaper, and cardboard throughout the Base.

Hazardous substances at the DWRC docking facility primarily include those that are used to operate, maintain, and repair the MR boats and other drone recovery equipment, such as fuels, paint products, stripping elements, acids, and solvents. Fuel for the MR boats is stored in a 52,000-lb DF2 AST at the facility (see Figure 2-1). The Tyndall AFB Hazardous Materials Management Office is responsible for the management of hazardous materials at the Base, including at the DWRC docking facility. Waste oil/fuel that is generated at the DWRC facility is temporarily stored in a 500-gallon AST located approximately 50 ft south of Building 5025. Waste oil/fuel from this tank is transported off base by a contractor and disposed of in accordance with applicable regulations. Tyndall AFB has separate plans that

provide guidance on managing asbestos-containing materials (ACM) and lead-based paint (LBP) at the Base in accordance with all applicable regulations. The existing drone recovery dock does not contain ACM or LBP.

Tyndall AFB has several sites where POL contamination of the soil and/or groundwater has been identified. Investigations of these sites are managed by the 325 CES/CEAN Compliance Section in accordance with Chapter 62-770, F.A.C. and the Base Petroleum Contamination Agreement with FDEP. These sites are in various stages of investigation, cleanup, monitoring, and closure. There are no POL-contaminated sites in the vicinity of the drone recovery dock.

The IRP was developed by DoD to identify, characterize, and remediate contamination from past hazardous waste disposal operations and hazardous materials spills at DoD facilities. At present, Tyndall AFB has 16 active IRP sites. None of the IRP sites are located in the vicinity of the drone recovery dock.

3.10 Cultural Resources

Cultural resources are prehistoric and historic sites, structures, districts, artifacts, or any other physical source of human activity considered to be culturally important. Cultural resources include historic resources (historic buildings and structures) and archaeological resources (prehistoric, historic, and traditional).

The Tyndall AFB Integrated Cultural Resources Management Plan (ICRMP) provides guidance on how to identify, evaluate, and treat cultural resources at the Base in compliance with DoD and state regulations (Tyndall AFB, 2003). Development and approval requirements for the Base ICRMP are included in Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, and AFI 32-7065, *Cultural Resources Management*.

Numerous cultural resources surveys have been conducted at Tyndall AFB over the last 100 years. A total of 96 cultural resource sites have been identified by these surveys to date. Of these sites that have been identified, 22 have been recommended as eligible or potentially eligible for listing in the National Register of Historic Places (NRHP).

The drone recovery dock is not a historic structure. It was constructed in 1971 and was not associated with any historically significant events or persons. No aspect of the dock meets the eligibility criteria for listing in the NRHP. There is one archaeological site in the vicinity of the dock - near the picnic area within the BBORC. This site is not eligible for listing in the NRHP. The DWRC facility is developed and classified as a cantonment area by the Tyndall AFB ICRMP. Per the Tyndall AFB ICRMP, cantonment areas at Tyndall AFB are excluded from further archaeological survey requirements. Standard Operating Procedures (SOPs) 5 and 6 of the Tyndall AFB ICRMP would be implemented in the event that cultural resources are discovered during construction activities within cantonment areas. SOP 5, *Unanticipated Discovery of Archaeological Deposits*, and SOP 6, *Unanticipated Discovery of Native American Remains*, provide policy and procedures for the protection, evaluation, and coordination of archaeological deposits and Native American remains, respectively, in the event they are unexpectedly discovered at Tyndall AFB.

3.11 Socioeconomics

In 2000, the population of Bay County, Florida was 148,217 (U.S. Census Bureau, 2000). The population of Bay County was estimated to have grown to 163,946 in 2008, an increase of 10.6 percent since 2000 (U.S. Census Bureau, 2009). In 2000, the median household income in Bay County was $36,092, per capita income was $18,700, and the median age was 37.4 (U.S. Census Bureau, 2000). The total labor force of the County in 2006 was estimated to be 84,378 (U.S. Census Bureau, 2006).

The economic base of Bay County is a mixture of military, tourism, lumbering, trades, services, manufacturing, construction and commercial fishing. Tyndall AFB and the Navy Coastal Systems Station are the largest contributors to the economy of the County. Tyndall AFB employs more than 4,000 military personnel, 600 DoD and contract civilians, and 460 Non-Appropriated Fund and other employees (Tyndall AFB, 2009). The estimated economic impact of Tyndall AFB on the local area (within a 50-mile radius of the Base) is more than $669 million annually (Tyndall AFB, 2009).

3.12 Environmental Justice

On February 11, 1994, the President issued EO 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. This EO requires federal agencies to address disproportionate environmental and human health impacts from federal actions on minority populations and low-income populations. The President directed all federal agencies to analyze the environmental effects on minority and low-income communities, including human health, social, and economic effects.

The Air Force's *Guide for Environmental Justice Analysis with the Environmental Impact Analysis Process (EIAP)* provides guidance on how environmental justice should be analyzed in conjunction with EIAP in accordance with NEPA (Department of the Air Force, 1997). According to this guidance, minority and low-income populations that exist within the vicinity of the Proposed Action should be identified. If the Proposed Action would have no impact on human populations, or if the impact that it would have would not be adverse, the Proposed Action would not disproportionately impact minority or low-income populations and no environmental justice analysis would be required. If the Proposed Action is determined to have an adverse impact on human populations, then the environmental justice analysis should be conducted in accordance with the guidance to determine if it would disproportionately impact minority or low-income populations.

The U.S. 2000 Census was used to determine the low-income and minority population characteristics of the area (U.S. Census Bureau, 2000). U.S. Census data on minority and low-income populations are reported every 10 years with each decennial census. Census data are reported for a variety of geographic areas depending on availability of data. For purposes of environmental justice calculations, the largest geographic area is the Census Tract (CT), which can range in size from several to many miles depending on the density of the local population. Each CT consists of several Block Groups (BGs). Each BG in turn consists of multiple Blocks, which sometimes coincide with geographies as small as a city block or several acres of land area.

The population residing on Tyndall AFB consists entirely of military personnel and their families. The geographic areas outside of Tyndall AFB that are closest to the Proposed Action are CT 8.02/BG 3 and CT 9/BG 3, both of which are located just north of the DuPont Bridge. In 2000, African Americans were the largest minority group in CT 8.02/BG 3 (16.9 percent) and in CT 9/BG 3 (6.3 percent). African Americans were also the largest minority group in Bay County (10.6 percent) and in the State of Florida (14.6 percent) in 2000. In 2000, the percentage of the population that identified itself as Hispanic was 4.4 percent in CT 8.02/BG 3, 2.9 percent in CT 9/BG 3, 2.4 percent in Bay County, and 16.8 percent in the State of Florida. In 2000, 8.5 percent of the population of CT 8.02/BG 3 and 10.6 percent of the population of CT 9/BG 3 were below the poverty level. The poverty level percentages of Bay County and the State of Florida in 2000 were 12.7 percent and 12.5 percent, respectively.

SECTION 4

Environmental Consequences

This section provides a detailed analysis of the potential environmental consequences associated with the implementation of the Proposed Action and the No Action Alternative. The magnitude of the impact of an action is considered regardless of whether the impact is adverse or beneficial. The following terms are used to describe the magnitude of impacts:

- No Effect: The action does not cause a detectable change
- Negligible: The impact is at the lowest level of detection; the impact is not significant
- Minor: The impact is slight but detectable; the impact is not significant
- Moderate: The impact is readily apparent; the impact could be significant
- Major: The impact is severely adverse or exceptionally beneficial; the impact is significant

4.1 Air Quality

4.1.1 Proposed Action

The Proposed Action would not add any stationary source of air emissions that would be regulated under the Base air permit. Demolition/construction activities under the Proposed Action would result in short-term, minor impacts to air quality. Fugitive dust (particulate matter) and construction equipment exhaust emissions would be generated during demolition/construction and would vary daily, depending on the level and type of work conducted. Fugitive dust would be generated during some demolition/construction activities and by wind action on stockpiled materials. Fugitive dust is expected to be generated in relatively low quantities because demolition/construction would be conducted mostly by equipment that is staged and operated on a construction barge and on the pavement of the DWRC facility. Demolition/construction would not involve vehicle/equipment travel on dirt surfaces and no explosives would be used during demolition. Generated fugitive dust would consist primarily of nontoxic particulate matter and would be controlled at the site using best management practices (BMPs).

Pollutants that would be emitted from the internal combustion engine exhausts of construction equipment include carbon monoxide, nitrogen oxide, particulate matter, and volatile organic compounds. These types of exhaust emissions would be temporary, and at their expected generation levels, would not significantly impact air quality.

For these reasons, the Proposed Action would have an overall minor impact on air quality. The impact that the Proposed Action would have on air quality would not be significant.

4.1.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on air quality.

4.2 Noise

4.2.1 Proposed Action

Under the Proposed Action, demolition/construction activities would temporarily increase ambient noise levels at and around the drone recovery dock. The increased noise levels would be intermittent and limited to normal working hours and the overall demolition/construction period.

As discussed in Section 3.2, typical construction work generates noise levels in the range of 78 to 89 dBA approximately 50 ft from the construction area (USEPA, 1971). Noise levels at 50 ft from a source are estimated to decrease by approximately 3 dBA over a hard, unobstructed surface (such as asphalt), and by approximately 4.5 dBA over a soft surface (such as vegetation). Based on these estimates of noise dissipation, noise generated during demolition/construction activities under the Proposed Action would be well below 65 dBA DNL in the nearest on-base noise-sensitive area (located approximately 735 ft southeast of the dock) and would not be audible in the nearest off-base noise-sensitive area (located approximately 0.9 mile northeast of the dock). Potential noise impacts on wildlife are discussed in Section 4.6.1

For these reasons, the Proposed Action would have an overall minor noise impact. The noise impact that the Proposed Action would have would not be significant.

4.2.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no noise-related effects.

4.3 Air Installation Compatible Use Zone

4.3.1 Proposed Action

Based on the 2008 Tyndall AFB AICUZ Study, the existing drone recovery dock is located within the 80-dBA DNL noise contour and APZ II associated with the main airfield. The existing dock meets the APZ II height requirements and is a compatible land use for the APZ II. The new dock would also meet the height requirements of the APZ II and would be a compatible land use for the APZ II. Demolition and construction activities under the Proposed Action would be conducted in compliance with all applicable AICUZ requirements and in coordination with Tyndall AFB airfield management.

For these reasons, the Proposed Action would have no effect on the Tyndall AFB AICUZ program.

4.3.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on the Tyndall AFB AICUZ program.

4.4 Geology and Soils

4.4.1 Proposed Action

All equipment that would be used to demolish the existing drone recovery dock and to construct the new dock would be operated on a construction barge, on the pavement of the DWRC facility, or over open water. Therefore, terrestrial soils would not be impacted by the Proposed Action. During demolition of the existing dock, the portions of the existing dock piles that are below the sea floor would be left in place. During construction of the new dock, the piles of the new dock would be extended a minimum of 20 ft below the sea floor. At this subsurface depth, only unconsolidated estuarine sediments exist; therefore, construction of the new dock would have no effect on consolidated geological formations.

As discussed in Section 2.3, the new dock would have a total of 45 piles (33 bent piles and 12 fender piles) each measuring 12 inches in diameter. If all the piles were extended 20 ft below the sea floor, the new dock would displace approximately 706.8 cubic ft of estuarine sediments. In terms of surface area, the pilings of the dock would displace approximately 35.3 square feet (sf) of surface sediments on the sea floor. The overall direct impact that the Proposed Action would have on sediments is considered to be minor given the relatively small amount of sediments that would be displaced.

In addition to the displacement of sediments by the dock piles, operation of the construction barge and certain demolition/construction activities have the potential to temporarily disturb sediments at the dock site. Disturbance to sediments and turbidity generation is expected to be relatively minor because no explosives would be used during the demolition and no dredging would be conducted during demolition or construction. The disturbance to sediments would be limited to the demolition/construction period and would be minimized by BMPs and turbidity controls. Appropriate turbidity controls, which may include the use of turbidity curtains, would be implemented during demolition/construction activities to minimize sediment suspension and transport of suspended sediments.

For these reasons, the Proposed Action would have an overall minor impact on geology and soils. The impact that the Proposed Action would have on geology and soils would not be significant.

4.4.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on geology or soils.

4.5 Surface Water

4.5.1 Proposed Action

As discussed in Section 2.3, the existing dock has a total of 26 piles (18 bent piles and eight fender piles) each measuring 12 inches in diameter. During demolition of the existing dock, the portions of the existing dock piles that are above the sea floor would be removed. The new dock would have a total of 45 piles (33 bent piles and 12 fender piles) each measuring 12 inches in diameter. The water depths at mean low tide within the footprint of the drone recovery dock are approximately 6 to 8 ft. Assuming a uniform water depth of 8 ft, the new dock would displace approximately 282.7 cubic ft of water and 35.3 sf of water surface area within St. Andrews Bay. When the gain of water volume and surface area that would result from the demolition of the existing dock is considered, the Proposed Action would result in the net displacement of 119.3 cubic ft of water and 14.9 sf of water surface area in St. Andrews Bay. The overall direct impact that the Proposed Action would have on surface water is considered to be minor given the relatively small amount of water that would be displaced.

In addition to the displacement of water by the dock piles, operation of the construction barge and certain demolition/construction activities have the potential to temporarily impact water quality, primarily by generating turbidity. Turbidity generation is expected to be relatively minor because no explosives would be used during the demolition and no dredging would be conducted during demolition or construction. The increase in turbidity levels would be limited to the demolition/construction period and would be minimized by BMPs and turbidity controls. Appropriate turbidity controls, which may include the use of turbidity curtains, would be implemented during demolition/construction activities to minimize sediment suspension and transport of suspended sediments.

For these reasons, the Proposed Action would have an overall minor impact on surface water. The impact that the Proposed Action would have surface water would not be significant.

4.5.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on surface water.

4.6 Biological Resources

4.6.1 Wetlands

4.6.1.1 Proposed Action

As discussed in Section 3.6.1, the drone recovery dock is located entirely within state and federal jurisdictional wetlands/surface waters. In Florida, dock projects that have a total surface area greater than 1,000 sf within jurisdictional wetlands/surface waters require an Individual Environmental Resource Permit (ERP) from FDEP per Chapter 62-346 F.A.C., and a federal Dredge and Fill Permit from USACE. The Proposed Action would involve 800 sf of demolition and 1,680 sf of construction within jurisdictional wetlands/surface waters. Therefore, the project would require an Individual ERP from FDEP and a federal Dredge

and Fill Permit from USACE. These permits would be obtained during the permitting phase of the project through process of the joint FDEP/USACE Permit Application Form 62-312.900(1), *Joint Application for Works in the Waters of Florida.*

Demolition of the existing dock and construction of the new dock would not require a Sovereign Submerged Land (SSL) Lease from FDEP per Chapter 253.77, Florida Statutes, because the Proposed Action is required for national defense. Instead of the SSL Lease, the project would require a letter of consent from the State of Florida Board of Trustees of the Internal Improvement Trust Fund, per Chapter 18-21.005(c)(18) F.A.C.

EO 11990, *Protection of Wetlands* (signed May 24, 1977) directs Federal agencies to avoid, to the extent possible, the long and short-term adverse impacts associated with the destruction or modification of wetlands, and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. As discussed in Section 2.1, there is no practicable alternative to the proposed replacement of the existing drone recovery dock within jurisdictional wetlands/surface waters. The drone recovery dock is deteriorated beyond repair; therefore, repairing the dock is not considered to be a practicable alternative to the Proposed Action. The use of another existing dock outside the DWRC facility is also not considered to be a practicable alternative to the Proposed Action. All existing docks at Tyndall AFB outside the DWRC facility (Base marine terminal, 9700 Area docks, and the Base yacht club dock) are structurally inadequate for the MR boat and their use would result in land-use incompatibilities and operational inefficiencies.

To minimize the impact to wetlands/surface waters, the new drone recovery dock proposed to be constructed has been sized only to the extent needed to meet the minimum docking requirements of the MR boat. To minimize the overall footprint of the project, no ancillary facilities are proposed over water or on land. The Proposed Action would be conducted in compliance with the state and federal regulatory permitting requirements discussed above. The project would be implemented in strict compliance with the conditions specified in the respective permits, in coordination with the 325 CES/CEAN Natural Resources Section, and in accordance with all Tyndall AFB environmental plans and policies pertaining to the protection of wetlands/surface waters.

The overall direct impact that the Proposed Action would have on jurisdictional wetlands/surface waters is considered to be minor given the relatively small amount of wetland/surface water area that would be impacted. Because there is no submerged aquatic vegetation within the project footprint (see Sections 3.6.2 and 4.6.2), no mitigation is expected to be required for the Proposed Action (Sarah Kell, Personal Communication, August 28, 2009). Potential indirect impacts to wetlands/surface waters outside the project footprint would be minimized by implementation of BMPs and turbidity controls specified in the state and federal permits that would be obtained for the project. Turbidity generation is expected to be relatively minor because no explosives would be used during the demolition and no dredging would be conducted during demolition or construction.

For these reasons, the Proposed Action would have an overall minor impact on wetlands. The impact that the Proposed Action would have on wetlands would not be significant.

4.6.1.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on wetlands.

4.6.2 Vegetation

4.6.2.1 Proposed Action

All equipment that would be used to demolish the existing drone recovery dock and to construct the new dock would be operated on a construction barge, on the pavement of the DWRC facility, or over open water. Therefore, terrestrial vegetation would not be impacted by the Proposed Action.

As discussed in Section 3.6.2, no submerged aquatic vegetation (seagrasses or macroalgae) was sighted under or adjacent to the drone recovery dock during the field investigation conducted for the EA, or in the past by DWRC divers who regularly snorkel and scuba dive around the DWRC facility (John Wys and Steve Shafer, Personal Communication, June 16, 2009). Potential factors that inhibit submerged aquatic vegetation growth include low light penetration (due to water depth and shading by the dock and MR boat) and turbidity created during docking. Therefore, demolition of the existing dock and construction of the new dock is not expected to directly impact aquatic vegetation. Seagrass beds do exist along the shoreline just west of the mouth of the unnamed bayou south of the dock and within the bayou itself (see Figure 3-3). Two small patches of shoalgrass also exist in the shallow cove immediately northeast of the dock (see Figure 3-1). To minimize the potential for indirect impacts to seagrasses in the area, BMPs and turbidity controls would be implemented during demolition/construction activities to minimize sediment suspension and transport of suspended sediments. Provided that appropriate BMPs and turbidity controls are implemented during demolition/construction activities, the Proposed Action is expected to have no impact on aquatic vegetation or on vegetation that exists along the shorelines in the vicinity of the dock.

For these reasons, the Proposed Action would have no effect on vegetation.

4.6.2.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on vegetation.

4.6.3 Fish and Wildlife

4.6.3.1 Proposed Action

As discussed in Section 3.6.3, small wading bird species may use the slanted lower piles of the drone recovery dock to forage for fish, and shorebirds, seabirds, and diving birds may perch on the upper piles and deck of the dock. The shoreline of the cove northeast of the dock provides suitable foraging habitat for wading birds, shorebirds, and small mammals, and the adjacent offshore waters provide suitable foraging habitat for seabirds and diving birds. The waters under and adjacent to the dock provide aquatic habitat for a variety of common marine fish, crustaceans, and bivalve species.

Under the Proposed Action, the loss of structural habitat that the existing dock provides fish and wildlife would be temporary and would be offset by the structural habitat that would be created by the new dock. Noise generated during demolition/construction activities may temporarily disturb bird and small mammal species that utilize the undeveloped shorelines in the vicinity of the dock and bird species that utilize the adjacent offshore waters. Wildlife that occurs in the vicinity of the dock site are accustomed to docking operational noise and activity and wildlife at Tyndall AFB in general is accustomed to high noise levels generated by jets, which are flown on a daily basis. Any noise disturbance experienced by wildlife species would be limited to the work period and is expected to be relatively minor.

Demolition/construction activities have the potential to also disturb marine fauna that occur under and adjacent to the dock. There is the potential that some incidental marine fauna mortality may occur during demolition/construction, more so for sessile or slow moving fauna such as bivalves and crustaceans, and less so for more mobile fauna such as fish. The potential for incidental mortality is expected to be relatively low because the existing dock would be dissembled in pieces as much as possible and no explosives would be used during the demolition.

For these reasons, the Proposed Action would have an overall minor impact on fish and wildlife. The impact that the Proposed Action would have on fish and wildlife would not be significant.

4.6.3.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on fish and wildlife.

4.6.4 Listed Species

4.6.4.1 Proposed Action

As discussed in Section 3.6.4, certain state-listed bird species may use the drone recovery dock to forage for fish or as a perching structure. The undeveloped shorelines in the vicinity of the dock and the adjacent offshore waters provide suitable foraging habitat for several state-listed bird species. No listed plant species are expected to occur in the immediate vicinity of the drone recovery dock. Listed marine species that could potentially occur in the waters around the dock include the loggerhead sea turtle, green sea turtle, Kemp's ridley sea turtle, leatherback sea turtle, manatee, and Gulf sturgeon. Based on the location of the site, the occurrence potential for all of these species is considered to be low. The site and adjacent waters are not classified as Critical Habitat for any species (see Figure 3-2).

Under the Proposed Action, the loss of structural habitat that the existing dock provides state-listed bird species would be temporary and would be offset by the structural habitat that would be created by the new dock. Noise generated during demolition/construction activities may temporarily disturb state-listed bird species that utilize the undeveloped shorelines in the vicinity of the dock, and the adjacent offshore waters. These species are accustomed to docking operational noise and activity and to the high noise levels generated by jets, which are flown on a daily basis. Any noise disturbance experienced by listed species would be limited to the work period and is expected to be relatively minor.

The potential for demolition/construction activities to impact listed marine fauna such as sea turtles, the manatee, or the Gulf sturgeon is considered to be low because the potential for these species to occur at the dock site is low. These species are likely deterred to some extent by regular docking activity and because they are mobile, they could easily avoid the site during demolition/construction. Because of the considerable distance between the dock site and the barrier islands, lighting at the dock site has no disorientating effect on sea turtle hatchlings. The project would be conducted in coordination with the 325 CES/CEAN Natural Resources Section. The Natural Resources Section would evaluate the proposed demolition/construction methods and schedule to determine the types of listed species protection measures that are to be implemented during demolition/construction activities.

In a response letter dated November 9, 2009, USFWS stated that it concurs with the determination by the Air Force that the Proposed Action is not likely to adversely affect federally listed species (see Appendix B). Through the Florida State Clearinghouse, FFWCC issued a finding of "No Comment" for the Proposed Action (see Appendix B).

For these reasons, the Proposed Action would have an overall negligible impact on listed species. The impact that the Proposed Action would have on listed species would not be significant.

4.6.4.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on listed species.

4.7 Recreation

4.7.1 Proposed Action

Under the Proposed Action, demolition/construction activities would have a negligible temporary impact on DoD personnel who use the BBORC, which borders the northern side of the DWRC facility, and the recreational boat docks that border the southern side of the DWRC facility (see Figure 2-1). Users of the BBORC may experience increased noise levels during the work period and users of the recreational boat docks may experience increased vessel traffic in the vicinity of the docks. Demolition/construction activities would also have negligible temporary impact on recreational fishing in the area, primarily resulting from increased noise and vessel activity during the work period. Docking noise and vessel traffic currently occur in the area and any disturbance associated with the Proposed Action would be limited to the demolition/construction period.

For these reasons, the Proposed Action would have a negligible impact on recreation. The impact that the Proposed Action would have recreation would not be significant.

4.7.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on recreation.

4.8 Traffic Flow

4.8.1 Proposed Action

The Proposed Action would not require permanent personnel relocations or employee hires. Demolition/construction contractors would conduct the work and existing Tyndall AFB personnel would oversee the contractors. Therefore, the Proposed Action would not permanently change the number of persons working at Tyndall AFB or living in the local area. As such, there would be no permanent change in traffic levels at the Base or in the local area.

Under the Proposed Action, demolition/construction work would temporarily increase traffic at Tyndall AFB and in the local area. The projected increase in traffic is expected to be minor and traffic levels would return to current levels after the work is completed. The Proposed Action would not involve construction of new roads or modifications to existing roads.

For these reasons, the Proposed Action would have an overall minor impact on traffic flow. The impact that the Proposed Action would have on traffic flow would not be significant.

4.8.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on traffic flow.

4.9 Environmental Compliance

4.9.1 Proposed Action

Under the Proposed Action, demolition/construction activities would be conducted in coordination with the 325 CES/CEAN Compliance Section and in accordance with all applicable Tyndall AFB environmental management plans.

The existing dock is made mostly of wood and does not contain ACM or LBP. The wood structure and most other solid waste generated during demolition of the existing dock would be collected, handled, managed, transported, and disposed of off base by a solid waste disposal contractor. Metal components on the dock, such as nails, screws, cleats, lamp posts, and the chain-link access gate, may be recycled.

A fiberglass fuel pipe would be extended from the existing 52,000-lb DF2 AST at the DWRC facility along the seawall to the new dock. The fuel pipe would run under the northern side of the decking to a fuel dispensing hose reel within a cabinet on the deck surface. Installation of the fuel pipe for the new dock would be coordinated with the 325 CES/CEAN Compliance Section. Where appropriate after reviewing Parts 261 and 279 of the Resource Conservation and Recovery Act (Title 42, U.S. Code, Section 6901 et seq.), any waste oil/fuel generated during demolition/construction activities would be properly handled, managed, and temporarily stored in the 500-gallon waste oil/fuel AST located approximately 50 ft south of Building 5025. Waste oil/fuel from this tank would be properly handled and transported (through an appropriate hazardous waste manifest or Department of Transportation bill of lading) off base by a contractor and disposed of in accordance with

applicable federal, state, and local regulations. There are no POL-contaminated sites or IRP sites in the vicinity of the drone recovery dock.

For these reasons, the Proposed Action would have an overall negligible impact on environmental compliance. The impact that the Proposed Action would have on environmental compliance would not be significant.

4.9.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on environmental compliance.

4.10 Cultural Resources

4.10.1 Proposed Action

As discussed in Section 3.10, the drone recovery dock is not a historic structure. There is one archaeological site in the vicinity of the dock - near the picnic area within the BBORC. This site is not eligible for listing in the NRHP. Based on its location, this site would not be affected in any manner by the Proposed Action.

The DWRC facility is developed and classified as a cantonment area by the Tyndall AFB ICRMP. Per the Tyndall AFB ICRMP, cantonment areas at Tyndall AFB are excluded from further archaeological survey requirements.

SOPs 5 and 6 of the Tyndall AFB ICRMP would be implemented in the event that cultural resources are discovered during demolition/construction activities. SOP 5, *Unanticipated Discovery of Archaeological Deposits*, and SOP 6, *Unanticipated Discovery of Native American Remains*, provide policy and procedures for the protection, evaluation, and coordination of archaeological deposits and Native American remains, respectively, in the event they are unexpectedly discovered at Tyndall AFB.

Through the Florida State Clearinghouse, SHPO issued a finding of "No Comment/Consistent" for the Proposed Action (see Appendix B). The Miccosukee Tribe of Indians of Florida submitted the following comment: "The Miccosukee Tribe of Indians of Florida received your letters concerning the proposed replacement of the subscale drone recovery boat dock and the transfer of the Lynn Haven Fuel Depot to Florida State University. The Tribe has no objections to these projects." (see Appendix B).

For these reasons, the Proposed Action would have no effect on cultural resources.

4.10.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on cultural resources.

4.11 Socioeconomics

4.11.1 Proposed Action

The Proposed Action would not require permanent personnel relocations or employee hires. Contractors would conduct the work and existing Tyndall AFB personnel would oversee the contractors. Therefore, the Proposed Action would not permanently change the number of persons working at Tyndall AFB or living in the local area.

Demolition/construction work associated with the Proposed Action would have a minor, short-term, positive impact on the local economy. Direct expenditures for demolition-related materials would benefit local suppliers and secondary spending by workers would benefit businesses near Tyndall AFB such as gas stations and restaurants. Demolition/construction work would have a negligible impact on the total labor force and employment in the region as a result of the small number of jobs that would be created. Any increase in employment would be temporary and relatively small.

For these reasons, the Proposed Action would have an overall minor positive impact on socioeconomics. The impact that the Proposed Action would have on socioeconomics would not be significant.

4.11.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No-action Alternative would have no effect on socioeconomics.

4.12 Environmental Justice

4.12.1 Proposed Action

As discussed in Section 3.12, minority and low-income populations exist within the geographic areas closest to the Proposed Action (CT 8.02/BG 3 and CT 9/BG 3). Based on 2000 census data, the minority and low-income population characteristics of these areas are relatively comparable to those of Bay County and Florida.

Under the Proposed Action, demolition/construction activities would have no effect, or minor impacts on the resources most relevant for assessing impacts on human populations, which are air quality, noise, groundwater, surface water, and hazardous materials/wastes. The minor impacts that the proposed demolition/construction activities would have on these resources would not adversely affect human populations. Therefore, the Proposed Action would not have disproportionately high or adverse human health or environmental effects on minority or low-income populations. For these reasons, no further environmental justice analysis is required for the Proposed Action.

4.12.2 No Action Alternative

Under the No-Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner and a new drone recovery dock would not be constructed. Therefore, the No Action Alternative would not require an environmental justice analysis.

4.13 Cumulative Impacts

A "cumulative impact" is defined in 40 CFR 1508.7 as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The primary off-base actions that have occurred in the general vicinity of the Proposed Action within the past five years have been the disassembly of the old bridge across St. Andrews Bay by the State of Florida; construction of a new sewer line by Bay County; and construction of an aboveground power line by Gulf Power (Wes Smith, Personal Communication, September 1, 2009). Within the last five years, the only actions that have occurred at the DWRC docking facility have been minor repairs to some facility structures (Robert Maxam, Personal Communication, September 1, 2009). Outside the DWRC docking facility, the primary actions that are ongoing or that have occurred on Tyndall AFB within the last five years include the construction of the Horizons Center and a new fitness center in the main cantonment area; construction of a new recycling building in the 6000 Area; renovation of the interior of Building 1381; construction of a new jogging track adjacent to Beacon Beach Road; and repair of the roof of the Child Development Center (Randy Jones, Personal Communication, September 1, 2009). These on-base and off-base actions have primarily resulted in minor, temporary impacts that typically occur during construction/demolition such as temporary increases in air emissions, noise, and traffic. The Proposed Action would not adversely interact with any of these actions nor would it result in adverse cumulative impacts when combined with one or more of these actions.

The primary actions that are planned for the foreseeable future at Tyndall AFB include the expansion of the Family Camping Area (addition of 30 new concrete camping pads), addition to the Youth Center near Wood Manor housing area, and other infrastructure improvement projects (renovation of utilities, roadways, and facilities) within existing developed areas of the Base (Wes Smith and Randy Jones, Personal Communication, September 1, 2009). The majority of the foreseeable actions at Tyndall AFB would involve typical construction activities that would result in environmental impacts similar to those expected under the Proposed Action, such as temporary increases in noise, air emissions, and traffic. None of the foreseeable projects would involve marine construction; therefore, the combination of the Proposed Action with one or more of the future projects would not result in adverse cumulative impacts to water quality or marine flora/fauna. Based on planning schedules, one or more of the Base development projects may be implemented during the same time that the Proposed Action is implemented. All of the planned development projects would occur outside the DWRC facility; therefore, there is little potential for adverse cumulative impacts on noise or air emissions to occur if the Proposed Action coincides with one or more of the planned projects. There is the potential for heavy traffic to occur if two or more development projects are implemented at the same time; however, the cumulative impact would be temporary and could be minimized by making most or all Base access gates and routes available during the work period. Because the sites where the planned projects and the Proposed Action would occur are already developed, adverse cumulative impacts to soils, vegetation, or habitat would not occur. The combined effect of the Proposed Action and foreseeable development projects at Tyndall AFB,

regardless of their timing, would have positive cumulative impacts on the local economy resulting from short-term, temporary increases in employment and expenditures.

4.14 Mitigation Measures

Based on the findings of this EA, the Proposed Action would not have a significant impact on any resource analyzed. The minor impacts that the Proposed Action would have on some resources would not require mitigation. The use of BMPs and turbidity controls during demolition/construction activities would minimize potential indirect impacts on the environment.

SECTION 5

List of Preparers

Name	Organization	Title	Primary Responsibility
Tunch Orsoy	CH2M HILL	Environmental Scientist	Project Manager
Steve Swingle	CH2M HILL	Environmental Scientist	Senior Reviewer
Angela Dalsis	CH2M HILL	Environmental Scientist	Biological Resources
Vaishali Deshmuck	CH2M HILL	GIS Technician	GIS Mapping and Analysis
Robin Nagy	CH2M HILL	Word Processor	Document Production
Marian Stuart	CH2M HILL	Graphics Specialist	Document Graphics

SECTION 6

List of Persons and Agencies Consulted

Gail Carmody, Project Leader, U. S. Fish & Wildlife Service, Panama City, Florida

Jose Cintron, Environmental Planning Lead, 325 CES/CEANC, Tyndall AFB, Florida

Wendy Gierhart, Wildlife Biologist, 325 CES/CEANN, Tyndall AFB, Florida

Randy Jones, Deputy, 325 Force Support Squadron, Tyndall AFB, Florida

Sarah Kell, Environmental Specialist, Florida Department of Environmental Protection, Northwest Florida District

Robert Maxam, Manager, Tyndall AFB Operations, Florida Offshore, Inc.

Lauren Milligan, Coordinator, Florida State Clearinghouse, Florida Department of Environmental Protection, Tallahassee, Florida

Steve Shafer, Able Seaman/Diver, Tyndall AFB Operations, Florida Offshore, Inc.

Wes Smith, Base Planner, 325 CES/CEANO, Tyndall AFB, Florida

Jerry Spivey, SABER Project Manager, 325 Civil Engineer Squadron, Tyndall AFB, Florida

Mark Thompson, Habitat Conservation Manager, National Marine Fisheries Service, Panama City, Florida

John Wys, Able Seaman/Diver, Tyndall AFB Operations, Florida Offshore, Inc.

SECTION 7

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APPENDIX A

Coastal Zone Management Consistency Determination

The federal Coastal Zone Management Act (CZMA) provides assistance to states, in cooperation with federal and local agencies, for developing land and water use programs in coastal zones. According to Section 307 of the CZMA, federal projects that affect land uses, water uses, or coastal resources in a state's coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of that state's federally approved coastal zone management plan. The Florida Coastal Management Program (FCMP) is based on a network of state agencies implementing 23 statutes that protect and enhance Florida's natural, cultural, and economic coastal resources. The Florida Department of Environmental Protection (FDEP) implements the FCMP and makes the state's final consistency determination, which will either agree or disagree with the applicant's own consistency determination.

Table A-1 provides Tyndall AFB's Coastal Zone Management Consistency Determination for the Proposed Action.

TABLE A-1
Coastal Zone Management Consistency Determination
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Statute	Consistency	Scope
Chapter 161 *Beach and Shore Preservation*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the State's beach and shore preservation policies and regulations.	Authorizes the Bureau of Beaches and Coastal Systems within FDEP to regulate the construction on or seaward of the state's beaches.
Chapter 163, Part II *Local Government Comprehensive Planning and Land Development Regulation Act*	Not applicable to the Proposed Action.	Requires local governments to prepare, adopt, and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.
Chapter 186 *State and Regional Planning*	Not applicable to the Proposed Action.	Details the state-level planning requirements. Requires the development of special statewide plans governing water-use, land development, and transportation.
Chapter 252 *Emergency Management*	Not applicable to the Proposed Action.	Provides for the planning and implementation of the state's response to natural and manmade disasters, efforts to recover from natural and manmade disasters, and the mitigation of natural and manmade disasters.
Chapter 253 *State Lands*	Not applicable to the Proposed Action.	Addresses the state's administration of public lands and property the state and provides direction regarding the acquisition, disposal, and management of all state lands.

TABLE A-1
Coastal Zone Management Consistency Determination
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Statute	Consistency	Scope
Chapter 258 *State Parks and Preserves*	Not applicable to the Proposed Action.	Addresses the administration and management of state parks and preserves.
Chapter 259 *Land Conservation Act of 1972*	Not applicable to the Proposed Action.	Authorizes acquisition of environmentally endangered lands and outdoor recreation lands.
Chapter 260 *Recreational Trails System*	Not applicable to the Proposed Action.	Authorizes the acquisition of land to create a recreational trails system and to facilitate the management of the system.
Chapter 267 *Archives, History, and Records Management*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would have no effect on the State's archaeological or historical resources.	Addresses the management and preservation of the state's archaeological and historical resources.
Chapter 288 *Commercial Development and Capital Improvements*	Not applicable to the Proposed Action.	Provides the framework for promoting and developing the general business, trade, and tourism components of the state economy.
Chapter 334 *Transportation Administration*	Not applicable to the Proposed Action.	Addresses the state's policy concerning transportation administration.
Chapter 339 *Transportation Finance*	Not applicable to the Proposed Action.	Addresses the finance and planning needs of the state's transportation system.
Chapter 370 *Saltwater Fisheries*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the State's saltwater fisheries.	Addresses the management and protection of the state's saltwater fisheries.
Chapter 372 *Wildlife*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the State's wildlife resources.	Addresses the management of the wildlife resources of the state.
Chapter 373 *Water Resources*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the State's water resources.	Addresses the state's policy concerning water resources.

TABLE A-1
Coastal Zone Management Consistency Determination
EA for Replacement of Drone Recovery Dock at Tyndall AFB

Statute	Consistency	Scope
Chapter 375 *Outdoor Recreation and Conservation*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely affect the State's outdoor recreation and conservation plan.	Develops a comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate the need for additional recreational opportunities, and propose the means to meet the identified needs.
Chapter 376 *Pollutant Discharge, Prevention and Removal*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the State's pollutant discharge, prevention, and removal policies and regulations.	Regulates the transfer, storage, and transportation of pollutants, and the cleanup of pollutant discharges.
Chapter 377 *Energy Resources*	Not applicable to the Proposed Action.	Addresses the regulation, planning, and development of the energy resources of the state.
Chapter 380 *Land and Water Management*	Not applicable to the Proposed Action.	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 *Public Health; General Provisions* Sections 381.001, 381.0011, 381.0012, 381.006, 381.0061, 381.0065, 381.0066, 381.0067	Not applicable to the Proposed Action.	Establishes public policy concerning the state's public health system.
Chapter 388 *Mosquito Control*	Not applicable to the Proposed Action.	Addresses the mosquito control effort in the state.
Chapter 403 *Environmental Control*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the State's environmental control policies and regulations.	Establishes public policy concerning environmental control in the state.
Chapter 582 *Soil and Water Conservation*	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the State's soil and water conservation policies and regulations.	Provides for the control and prevention of soil erosion.

APPENDIX B

IICEP Correspondence

DISTRIBUTION LIST

Environmental Assessment

Replacement of Subscale Drone Recovery Boat Dock at Tyndall Air Force Base

FEDERAL

- National Marine Fisheries Service
- U.S. Fish & Wildlife Service

STATE AND LOCAL (Review coordinated by the Florida State Clearinghouse)

- Florida Department of Environmental Protection
- Florida Fish & Wildlife Conservation Commission
- Florida State Historic Preservation Officer
- Northwest Florida Water Management District
- West Florida Regional Planning Council
- Other entities through the Florida State Clearinghouse

NATIVE AMERICAN TRIBES

- Chickasaw Nation of Oklahoma
- Choctaw Nation of Oklahoma
- Miccosukee Tribe of Indians of Florida
- Mississippi Band of Choctaw Indians
- Muscogee (Creek) Nation
- Poarch Band of Creek Indians
- Seminole Tribe of Florida
- Seminole Nation of Oklahoma

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Robert Thrower
Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

Dear Mr. Thrower,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the proposed action and the no action alternative. The Proposed Action involves the demolition of the existing dock and the construction of a new dock in the same location. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

Joseph V. McLernan

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Mr. Ted Martin
US Fish and Wildlife Service
1601 Balboa Avenue
Panama City, FL 32405

Dear Mr. Martin,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
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119 Alabama Ave
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Lauren Milligan
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard
Mail Station 47
Tallahassee, Florida 32399-3000

Dear Ms. Milligan,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the proposed action and the no action alternative. The Proposed Action involves the demolition of the existing dock and the construction of a new dock in the same location. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.: telephone: (850) 283-4341.

Sincerely,

Joseph V. Mc Lernon

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Kenneth Carleton
Tribal Historic Preservation Officer
Mississippi Band of Choctaw Indians
101 Industrial Road
Choctaw, Mississippi 39350

Dear Mr. Carleton,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

Joseph V. Mc Lernan

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Mark Thompson
National Marine Fisheries Service
3500 Delwood Beach Road
Panama City, FL 32408

Dear Mr. Thompson,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

Joseph V. Mclernan
Chief, Asset Management Flight

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2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Bill Steele
Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-tah-thi-ki Museum
34725 West Boundary Road
Clewiston, FL 33440

Dear Mr. Steele,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

Joseph V. McLernan

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Gingy Nail
Tribal Historic Preservation Officer
Chickasaw Nation of Oklahoma
P.O. Box 1548
Ada, OK 74821

Dear Gingy Nail,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

Joseph V. Mc Lernan

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mcleman
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Joyce A. Bear
Manager, Cultural Preservation
Muscogee (Creek) Nation
P.O Box 580
Okmulgee, OK 74447

Dear Ms. Bear,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the proposed action and the no action alternative. The Proposed Action involves the demolition of the existing dock and the construction of a new dock in the same location. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

Joseph V. Mcleman
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Terry Cole
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702

Dear Terry Cole,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 23 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Steven Terry
Tribal Historic Preservation Officer
Miccosukee Tribe of Indians of Florida
P.O. Box 440021
Miami, Florida 33144

Dear Mr. Terry,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the proposed action and the no action alternative. The Proposed Action involves the demolition of the existing dock and the construction of a new dock in the same location. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

Joseph V. Mc Lernon

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

OCT 22 2009

Mr. Joseph V. Mclernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Natalie Deere
Tribal Historic Preservation Officer
Seminole Nation of Oklahoma
Post Office Box 1498
Wewoka, Oklahoma 74884

Dear Ms. Deere,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the proposed action and the no action alternative. The Proposed Action involves the demolition of the existing dock and the construction of a new dock in the same location. Under the No Action Alternative, the existing drone recovery dock would not be demolished or modified in any manner, and a new drone recovery dock would not be constructed.

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Sincerely,

Joseph V. Mclernan
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

Florida Department of
Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

December 8, 2009

Mr. José J. Cintron
Department of the Air Force
325 CES/CEANC
119 Alabama Avenue
Tyndall AFB, FL 32403-5014

RE: Department of the Air Force – Draft Environmental Assessment for Replacement of Subscale Drone Recovery Boat Dock at Tyndall Air Force Base – Bay County, Florida.
SAI # FL200910234993C

Dear Mr. Cintron:

The Florida State Clearinghouse has coordinated a review of the Draft Environmental Assessment (EA) under the following authorities: Presidential Executive Order 12372; Section 403.061(40), *Florida Statutes;* the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended.

The Florida Department of Environmental Protection (DEP) notes that the applicant has been coordinating with DEP on the necessary permits, including an Environmental Resource Permit (ERP) for potential wetland impacts in accordance with Rule 62-346, *Florida Administrative Code*. Staff recommends that the applicant continue to work with the DEP Northwest District Branch Office in Panama City on any permitting requirements. Please contact Mr. Michael Mathews at (850) 872-4375, ext. 116 for further information regarding ERP permitting requirements and coordination on design options.

Based on the information contained in the Draft EA and comments provided by our reviewing agencies, the state has determined that, at this stage, the proposed federal activities are consistent with the Florida Coastal Management Program (FCMP). The concerns identified above must, however, be addressed prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lori E. Cox, AICP, at (850) 245-2187.

Yours sincerely,

Sally B. Mann

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lec
Enclosures

cc: Darryl Boudreau, DEP, Northwest District
Tunch Orsoy, CH2M HILL

Project Information	
Project:	FL200910234993C
Comments Due:	11/30/2009
Letter Due:	12/08/2009
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR REPLACEMENT OF SUBSCALE DRONE RECOVERY BOAT DOCK AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.
Keywords:	USAF - DEA, REPLACE SUBSCALE DRONE RECOVERY BOAT DOCK, TYNDALL AFB - BAY CO.
CFDA #:	12.200

Agency Comments:
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION
NO COMMENT BY JOE WALSH ON 10/30/09.
STATE - FLORIDA DEPARTMENT OF STATE
No Comment/Consistent
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
DEP notes that the applicant has been coordinating with DEP staff on the necessary permits, including an ERP for potential wetland impacts in accordance with Rule 62-346, F.A.C. Staff recommends that the applicant continue to work with the DEP Northwest District Branch Office in Panama City on any permitting requirements. The applicant is encouraged to contact Mr. Michael Mathews at (850) 872-4375, ext. 116 for further information regarding ERP permitting requirements and coordination on design options.
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT
No Comment

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Visit the Clearinghouse Home Page to query other projects.

COUNTY: BAY
SCH-106-USAF-TY
2009-6295

DATE: 10/23/2009
COMMENTS DUE DATE: 11/30/2009
CLEARANCE DUE DATE: 12/8/2009
SAI#: FL200910234993C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCs & LOC GOVs
ENVIRONMENTAL PROTECTION	NORTHWEST FLORIDA WMD		
FISH and WILDLIFE COMMISSION			
X STATE			

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HISTORIC PRESERVATION
2009 OCT 27 P 2:3

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

_ Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

_ Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

_ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR REPLACEMENT OF SUBSCALE DRONE RECOVERY BOAT DOCK AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA
- [x] No Comment
- [ ] Comment Attached
- [ ] Not Applicable

Federal Consistency
- [x] No Comment/Consistent
- [ ] Consistent/Comments Attached
- [ ] Inconsistent/Comments Attached
- [ ] Not Applicable

From:
Division/Bureau: Division of Historical Resources
Bureau of Historic Preservation

Reviewer: Edwards, S. Laura A. Kammerer, Deputy SHPO

Date: 10-29-09 10-29-2009

RECEIVED
NOV 03 2009
DEP Office of
Intergovt'l Programs

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

RECEIVED OCT 22 2009

OCT 27 2009

Mr. Joseph V. Mcleman
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Mr. Ted Martin
U.S Fish and Wildlife Service
1601 Balboa Avenue
Panama City, FL 32405

Dear Mr. Martin,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for a proposal to replace one of the existing subscale drone recovery boat docks at Tyndall Air Force Base, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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FWS Log No. 01050

Sincerely,

Joseph V. Mcleman
Chief, Asset Management Flight

Attachments:
1. Draft EA and FONSI
2. List of Agencies Contacted

U.S. Fish and Wildlife Service
1601 Balboa Avenue
Panama City, Florida 32405
(850) 769-0552 Fax (850) 763-2177

FWS Log No. 41410-2010-I-0014

The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

Gail A. Carmody, Project Leader — Date 11/9/09

From: Steve Terry [mailto:SteveT@miccosukeetribe.com]
Sent: Thursday, November 19, 2009 12:37 PM
To: Cintron, Jose J Civ USAF AETC 325 CES/CEANC
Subject: Boat Dock & Lynn Have Fuel Depot

The Miccosukee Tribe of Indians of FLorida received your letters concerning the proposed replacement of the subscale drone recovery boat dock and the transfer of the Lynn Have Fuel Depot to Florida State University. THe Tribe has no objections to these projects.

THank you for consulting with the Miccosukee Tribe. Please e-mail or call me if you have any questions.

Steve Terry
NAGPRA & Section 106 Coordinator for
Fred Dayhoff
NAGPRA & Section 106 Representative
Miccosukee Tribe
P.O. Box 440021
Miami, FL 33144-0021
(305) 223-8380, Ext. 2243
Stevet@miccosukeetribe.com

APPENDIX C

Public Involvement

Florida Freedom Newspapers, Inc.

PUBLISHERS OF THE NEWS HERALD
Panama City, Bay County, Florida
Published Daily

State of Florida
County of Bay

Before the undersigned authority appeared JoAnn Greenlee, who on oath says that she is Legal Advertising Representative of The News Herald, a daily newspaper published at Panama City, in Bay County, Florida; that the attached copy of advertisement, being a Legal Advertisement # 4519 in the matter of PUBLIC NOTICE - REVIEW OF ENVIRONMENTAL ASSESSMENT in the Bay County Court, was published in said newspaper in the issue of October 25, 2009.

Affiant further says that The News Herald is a direct successor of the Panama City News and that this publication, together with its direct predecessor, has been continuously published in said Bay County, Florida, each day (except that the predecessor, Panama City News, was not published on Sundays), and that this publication together with its said predecessor, has been entered as periodicals matter at the post office in Panama City, in said Bay County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

JoAnn Greenlee

State of Florida
County of Bay
Sworn and subscribed before me this 26th day of October, A.D., 2009, by JoAnn Greenlee of The News Herald, who is personally known to me or has produced N/A as identification.

Marie L Forrest

Notary Public, State of Florida at Large

MARIE L. FORREST
Commission DD 667091
Expires May 5, 2011
Bonded Thru Troy Fain Insurance 800-385-7019

4519
PUBLIC NOTICE

REVIEW OF ENVIRONMENTAL ASSESSMENT For Replacement of Subscale Drone Recovery Boat Dock at Tyndall AFB, Florida

The 325th Fighter Wing, Tyndall Air Force Base (AFB), has prepared a draft Finding of No Significant Impact (FONSI) and supporting draft Environmental Assessment (EA) for the replacement of one of the existing subscale drone recovery boat docks at Tyndall AFB. The dock is deteriorated and damaged beyond repair, and is undersized for adequate docking of the Missile Retriever boats used for aquatic drone recoveries. The draft FONSI and EA have been prepared in accordance with the National Environmental Policy Act of 1969. Copies of the draft FONSI and EA are available for review beginning October 25, 2009 at the Bay County Public Library, 898 West 11th Street, Panama City, FL 32401, and at the Tyndall AFB Library, Building 916, 640 Suwannee Road, Tyndall AFB, FL 32403, (850) 283-4287. The comment period will be 30 days and will end on November 23, 2009. Comments should be provided in writing to Mr. Jose Cintron, 325 CES/CEANC, 119 Alabama Avenue, Tyndall AFB, FL, 32403, (850) 283-4341.

PRIVACY ADVISORY NOTICE
Public comments on this draft final EA are requested pursuant to NEPA, 42 United States Code 4321, et seq., and Presidential Executive Orders 11988 and 11990. All written comments received during the comment period will be made available to the public and considered during the final EA preparation. Providing private address information with your comment is voluntary and such personal information will be kept confidential unless release is required by law. However, address information will be used to compile the project mailing list and failure to provide it will result in your name not being included on the mailing list.
October 25, 2009